

GRAIN DEALERS' JOURNAL

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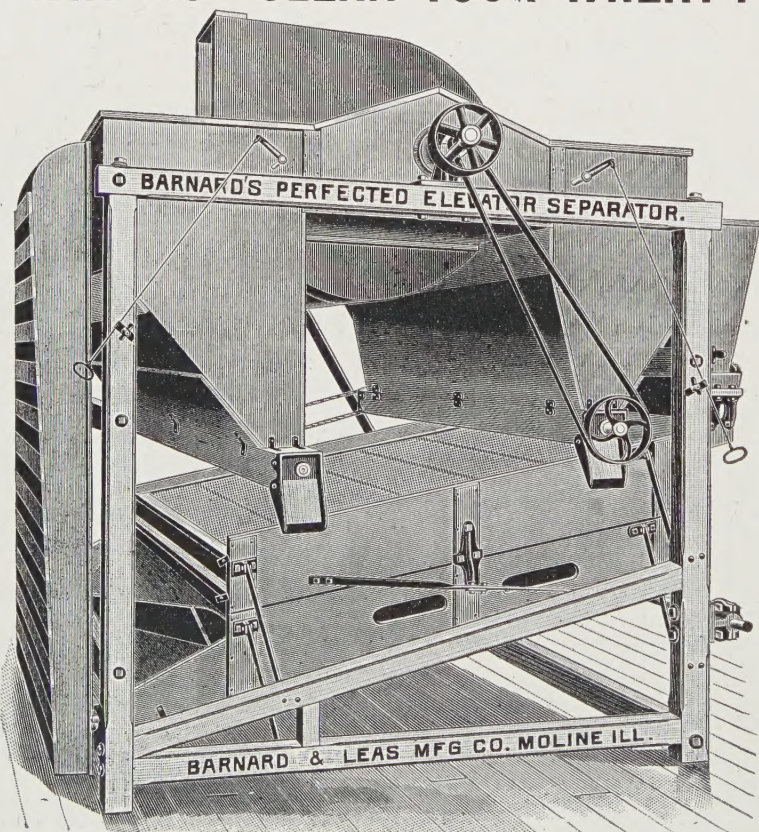


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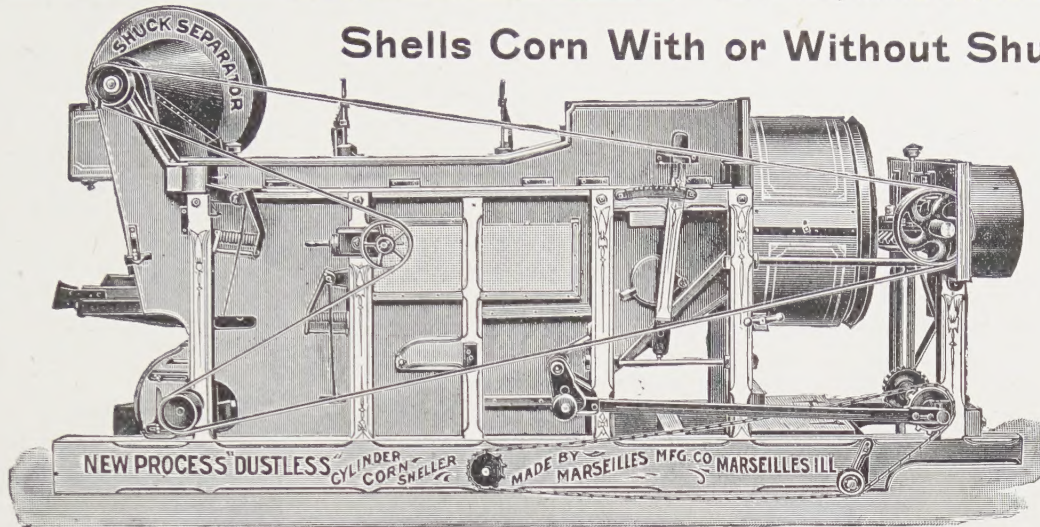
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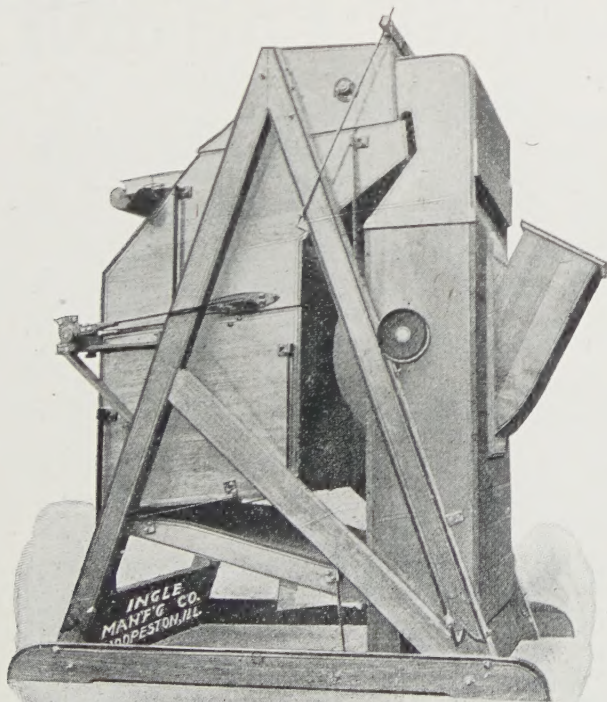
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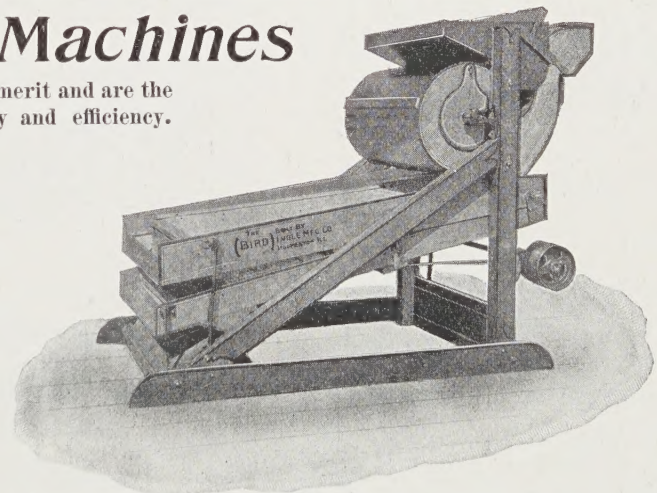
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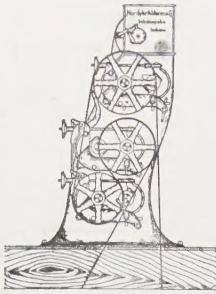
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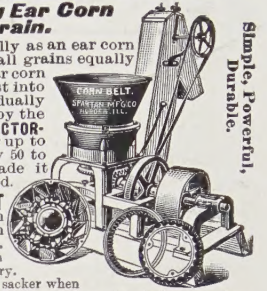
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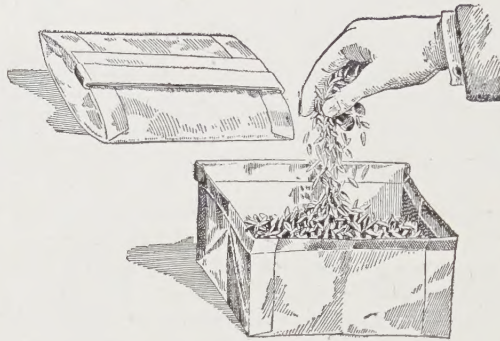
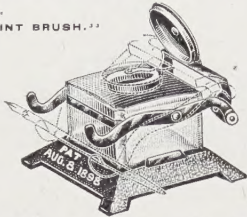
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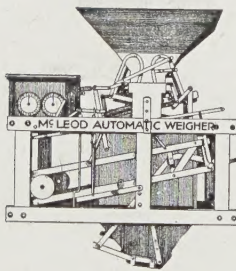
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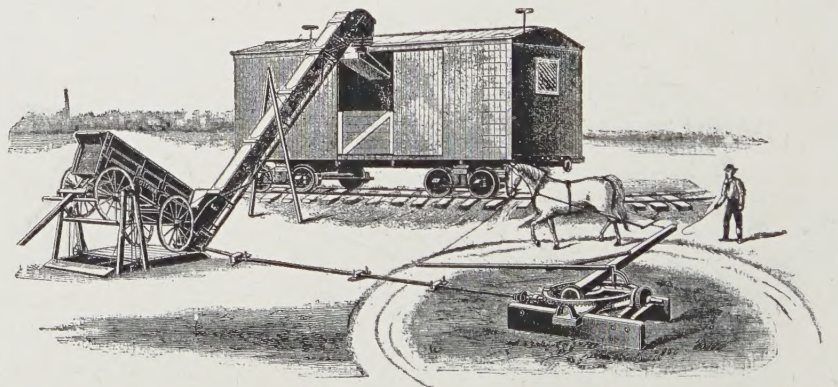
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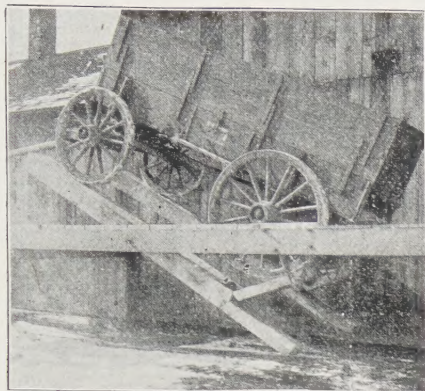


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By its use merchants attain simplicity, economy and secrecy in sending messages. Every word is identified by a single code word. The saving effected in sending a single message often amounts to more than the cost of the code. The secrecy of messages between two persons can be made absolute, even though any other person may have access to telegram and Code.

A rubber stamp bearing words "A. B. C. Code Used" given with each Copy. Price, per copy, \$5.

For Sale by **GRAIN DEALERS COMPANY,**
10 Pacific Ave., Chicago, Ill.

Clarks Car Register.

Indispensable to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

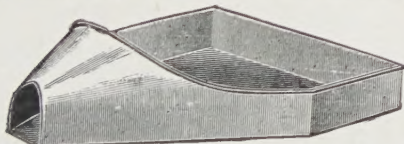
The book comprises double pages of heavy paper ruled in columns for initials, car number and record of 7,500 cars. Well bound, 11x14½ inches. Price \$1.50.

The same book, with space for registering 15,000 cars. Price \$2.50.

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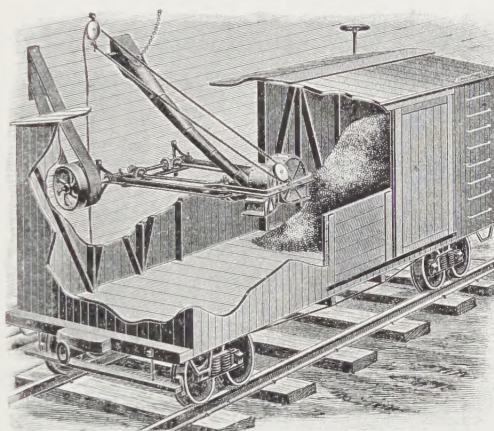
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and **MILLERS**

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Has a capacity of 6,000 to 9,000 bushels per hour.

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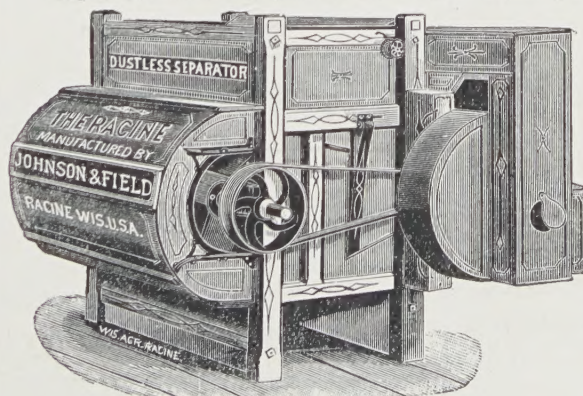
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"The Racine" Dustless
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Embodies more Points of Excellence than any other machine offered for similar purposes, and is **Light Running, Large in Capacity, Perfect in Separation and with Great Strength and Durability.**



Made in Different Sizes to Meet Different Requirements.

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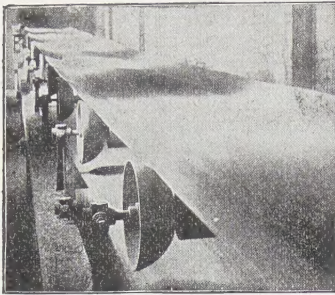
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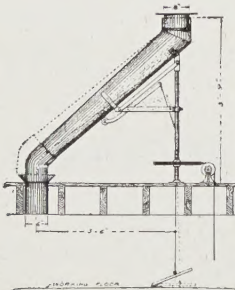
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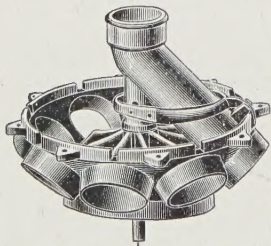
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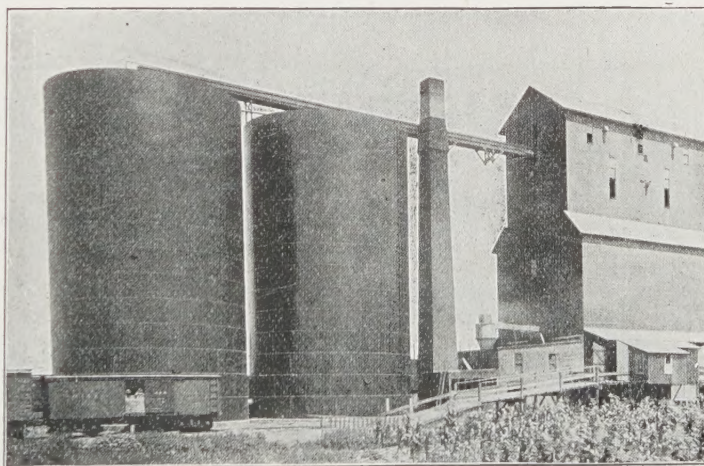
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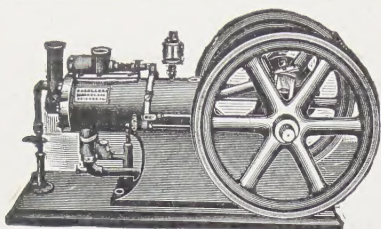
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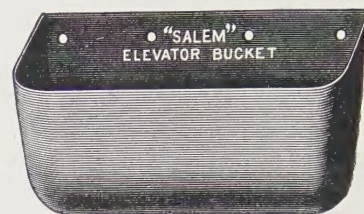
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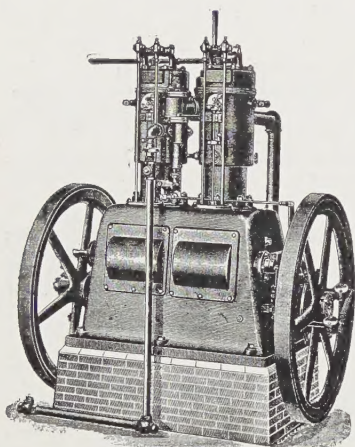
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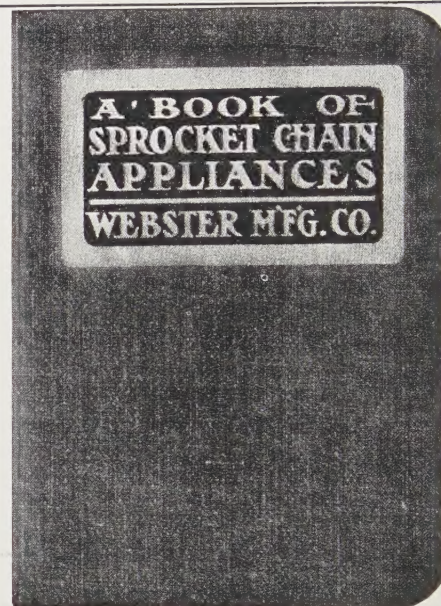
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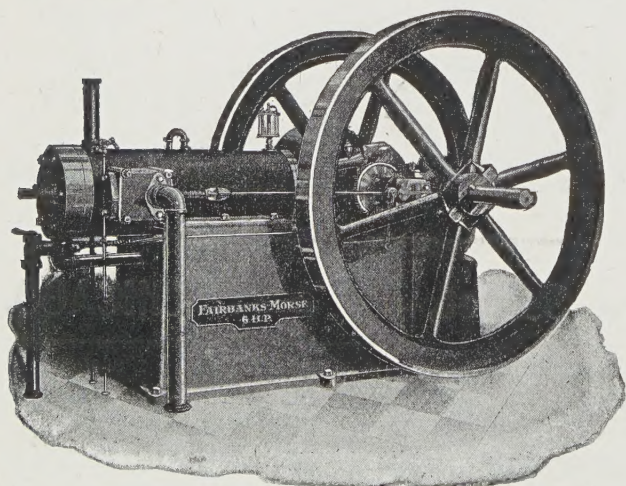
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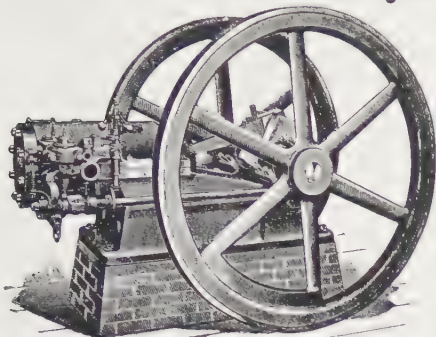
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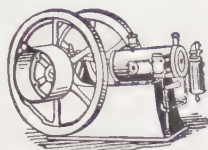


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The "New Era" Gas and Gasoline Engines.



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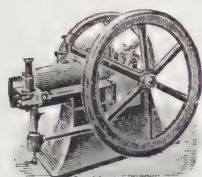
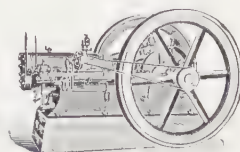
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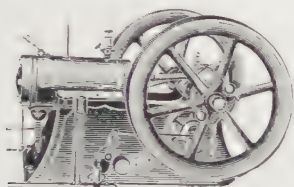
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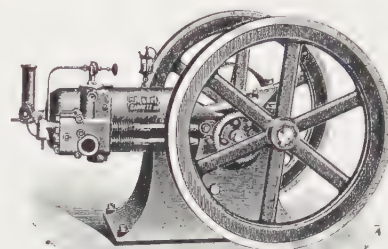
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 Kindly Mention the

Grain Dealers Journal.

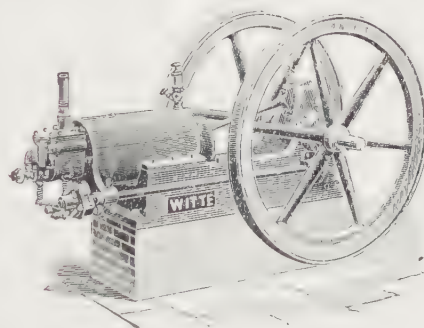
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ELEVATOR, implement and coal trade for sale. Write Box 9, Essex, Ill.

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MALT HOUSE AND ELEVATOR for sale at Dubuque; price, \$6,000; original cost, \$25,000. J. J. Nagle, Dubuque, Iowa.

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ELEVATORS FOR SALE.

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ELEVATOR for sale cheap; in the choice grain district of Northwestern Iowa; live progressive town; 40,000 bu. capacity; all in good repair; 2 feed mills; oat clipper and up-to-date machinery. E. C. Cowles, Storm Lake, Ia.

SMALL elevator built in modern style with car-loader and modern conveniences, doing good business, for sale on easy terms. Not much capital required. Excellent reasons for selling. Address The Ideal Car-loader Co., Sullivan, Ill.

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ELEVATOR property for sale; located on main branch of Wabash R. R. between Decatur and St. Louis, 76 miles from St. Louis, 210 from Chicago, 357 from Toledo. In a good farming country and good location. Capacity, 20,000 bu., and cribs for 35,000, and warehouse and other buildings. Address Lock Box 18, Palmer, Ill.

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TWO elevators doing good business for sale on reasonable terms. Hardware and implement business in connection with one elevator and dwelling house and lots with other. Will sell together or separately. First class reason for selling. Could fit out if desired a line of these houses with good central location, telephone connection, etc. J. R. Martin, Sullivan, Ill.

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ELEVATOR at good grain point wanted. Will trade 4½ lots at Grand Island, Neb., value \$1,300; and two lots at Canon City, Colo., value \$300, balance cash. Address Bargain, Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago.

MACHINES FOR SALE.

IF YOU do not find what you want advertise for it here.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

HOWES No. 5 oat clipper and Howes dustless separator, both for \$250 fob. Chicago; capacity, 500 bu. per hour. Guaranteed to be in first-class condition. Z., Box 2, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.

CORNWALL corn cleaner, latest model No. 2 Barnard & Leas used little over a year; does perfect work; much too large for us; price \$75 f. o. b. Decatur. Suffern, Hunt & Co., Decatur, Ill.

ROLLER FEED MILLS, GASOLINE AND STEAM ENGINES, new and second hand, of best makes at prices that are right. All styles and sizes. Boilers, shafting, pulleys, belting and flour mill and elevator machinery and furnishings at cut price. We corrugate rolls on best machines at large discount. Write us your wants. Jackson Manfg. Co., Minneapolis, Minn.

ENGINES FOR SALE.

VERTICAL engine of 10 h. p. for sale. Lake St. Mfg. Co., 156 Lake, Chicago.

GAS engine, 4-h. p. Otto, A1 condition. F. E. Tanant, 403 Van Buren, Chicago.

25-h. p. Hixon tandem engine for sale, used one season. Address Minnesota Elevator Co., Winona, Minn.

GAS engine for sale; 40-h. p. Otto, in good condition. Frank Diesel Can Co., Stewart av. cor. 40th st., Chicago.

GASOLINE engine of 60 h. p. for sale. Run 6 mos. American Stone Conduit Co., W. 18th cor. S. Lincoln st., Chicago.

GASOLINE engine for sale. Lewis make; too large for business. Address Marfield Elevator Co., Sutherland, Ia.

NEW 15-h. p. gasoline engine, run only a few weeks and replaced with 30-h. p. Will sell very cheap; no use for it. Patee Bicycle Co., Peoria, Ill.

GAS and gasoline engines bought, sold and exchanged. We sell 1/2 to 50-h. p. Fully guaranteed. Gas Engine Repair Co., 43 S. Canal St., Chicago.

FAIRBANKS-MORSE gasoline engine for sale; 54 h. p., 150 rev. Practically new. Address Steel Elevator & Storage Co., West Nashville, Tenn.

NEW AND SECONDHAND machines. Engines from 1 to 50 h. p.; boilers 3 to 60. Passenger and freight elevators. Refiner Elevator Works, Kansas City, Mo.

CHEAP—40-h. p. Atlas engine and 50-h. p. boiler, 50-h. p. Ball engine suitable for small mill; Eureka wheat cleaner in good condition, for sale. Philip Smith, Sidney, Ohio.

STEAM engine and boiler, 15 h. p., made by Frost Mfg. Co., Galesburg, Ill. Good as new. Also 15 h. p. Van Dusen gasoline engine for sale cheap. Address John Bartle, Mitchell, Iowa.

STEAM PLANT for sale: 15-h. p. self-contained automatic horizontal engine; 15-h. p. horizontal steel tubular boiler, steel stack, 1st class condition; \$250. Richmond, Box 11, care Grain Dealers Journal, 10 Pacific Av., Chicago.

ENGINES for sale: Frost automatic side crank, 50-h. p., good repair, used 6 mos., \$250; Wilford & Northway feed roll, used since last December, \$85; No. 3 Eclipse Grinder in good shape, \$15; 2 horizontal boilers 36 in. diam. 10 ft. long, 30 3-in. tubes, half arch front, grates, tested to 100 lbs. cold water pressure, \$100 each f. o. b. Omaha. Address Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

SECOND HAND GAS AND GASOLINE ENGINES.

1 35-h. p. New Era, in first class condition.

1 9-h. p. White & Middleton, as good as new.

1 6-h. p. Otto rebuilt, with latest improvements.

1 2 1/2-h. p. Fairbanks-Morse.

1 7-h. p. Regan.

We also carry the largest stock of new gas and gasoline engines in the West. Write for catalog and discounts.

C. P. & J. Lauson, 151 W. Water St., Milwaukee, Wis.

ENGINES WANTED.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 49 W. Lake St., Chicago.

GASOLINE engine wanted; good second-hand 14-h. p., Lewis or Fairbanks-Morse preferred. O. M. Kelley, Dana, Ill.

MILLS FOR SALE.

ROLLER corn mill, cotton gin and store for sale. Machinery good as new; corn and cob mill. Am too old to handle. E. A. Robinson, Kiowa, Ind. Ter.

A MILL elevator and coal business, all in excellent condition, well located, and doing a thriving business. This property can be bot at a bargain, and owners can give satisfactory reasons for wanting to sell. For particulars address lock box 726, Algona, Iowa.

KANSAS SMALL FLOUR MILL; 50 bbls. capacity, steam power, roller process. Southeastern Kansas, county seat, town of 2,000 inhabitants; no other mill in town; 3 railroads; mill advantageously located on railroad within 3 blocks of public square. Frame building, 3 stories, dressed stone engine room, 4 double rolls, 50-bu. per hour cornmeal rolls; erected 1895, cost \$8,000. Kansas wheat crop estimated for this year 90,000,000 bu. Facilities for shipping grain mill does not consume easily arranged. Merchants in city and county consume entire output. Large meal, big feed and nice exchange trade at mill door. Cash, \$3,000; would take mortgage for balance. Good opportunity for party with small capital. Will produce unquestionable books showing profits clear all expenses for past 5 years to have been \$1,500 each year. Object of sale, age 75. Ice or electric light plants might advantageously be added at slight cost; no ice or light plants in town. Address S. C. Kellenberger, Streator, Ill.

GRAIN FOR SALE AND WANTED.

DAMAGED grain wanted. W. B. Gallagher, 72 Pearl St., Buffalo, N. Y.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

SCALES FOR SALE.

FAIRBANKS track scale for sale, 60-ton, 34-ft., good as new; price, \$250. A. K. Knapp, Minooka, Ill.

TWO 2d hd Fairbanks 100-bu. hopper scales, also several R. R. track scales, 38 to 64 ft., Fairbanks make, for sale. U. S. Scale Works, Terre Haute, Ind.

SITUATION WANTED.

SITUATION wanted as manager in country elevator. Good judge of grain, and good trader; 35 years old with 10 years' experience as buyer; can suit anybody. B. N., box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago.

FOR SALE-MISCELLANEOUS.

ELEVATOR STANDS, two second-hand, 40 ft., for sale cheap, 1 with 3 x 4 in. cups, 1 with 4 x 6 in. cups; complete with heads, boots, trunking, etc. Address P. O. Box 48, Cedarville, O.

MACHINES WANTED.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

ELEVATOR SITES.

TEN ELEVATORS wanted on the Findlay, Ft. Wayne & Western Ry. Good locations. Communicate with Frank Finney, G. F. A., Findlay, Ohio.

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GRAIN DEALERS JOURNAL
10 PACIFIC AVE., CHICAGO, ILL.

190...

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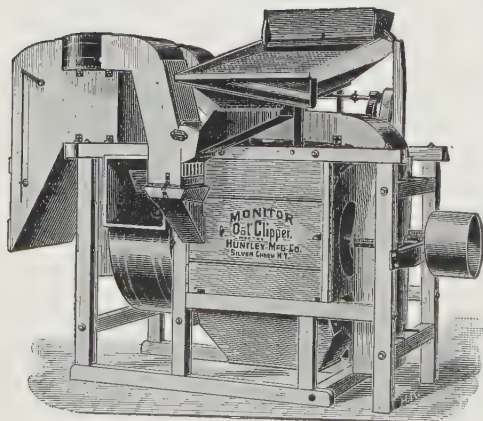
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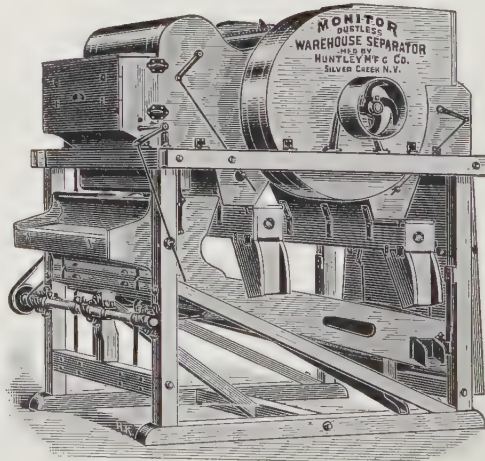
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GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month

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Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JUNE 25, 1900.

Curb trading has not yet been stopped. Why not?

Richmond, Va., seems to be an excellent market to avoid.

Frequent meetings of local dealers is a sure panacea for discord.

What right has the local station agent to ask what is bid regular dealers for grain?

There would be less mustard in oats, if dealers would induce farmers to clean their seed.

No shipper can win the good will of the receiver by making overdrafts against his shipments.

The rising market of recent weeks has made consigning more popular with wheat shippers.

When you buy grain from farmers for future delivery protect yourself by taking a written contract.

It costs some men more than their capital to prove that they know absolutely nothing about the grain business.

Northwestern millers will give the elevator men a hard fight for the little wheat grown in the spring wheat states.

Make use of your association when in trouble, then it will be easy for you to see the advantages of membership.

The market is still afflicted with a raging "bull" fever and bucket-shop keepers are suffering from amaciated purses.

You are mistaken about the price of oats following wheat. If you expect to get back what money you put into them bid low.

The elevator man who has an elevator full of stored grain upon which he has advanced money, is not in a position to bull his local market.

The shipper who claims a 73-bushel shortage on six cars, and has only wagon scale weights to support his claim, is sure to experience much trouble in establish-

ing a case. The shipper who puts in a good hopper scale and keeps it in order, knows how much grain he puts in each car.

Adding one per cent to invoice of shipments to cover guarantee of weights is neither honest nor lawful. No reputable dealer can afford to do it.

Make a written appraisal of your property before the fire, then it will be much easier to get a settlement with the insurance companies.

Stock companies are in the insurance business for a profit, while the mutual companies are organized for the sole purpose of protecting members from loss by fire.

Some dealers are so nearsighted as to favor the old-time grain trade incumbents simply because they think it will discourage farmers and scoop-shovel shippers from entering the business.

Guesses on the size of the next crop of wheat are more numerous and varied than for years past. The crop experts seem to be up in the air, and their guesses are farther apart than for years before.

If you must do business with strangers in distant markets, make sure that they are members of the local exchange, then you will have some chance of receiving fair treatment in your dealings with them.

The one sure way to prevent heavy losses on shipments to Norfolk and Richmond is to refuse to have any dealings with Virginia buyers or brokers. Many shippers have adopted this rule with profit.

The suggestion of Mr. Mayer in his paper read before the Ohio Association, that shippers bill all grain to their own order is a good one, especially when shipping to firms other than those of known responsibility.

Dirt and rubbish which are allowed to accumulate in an elevator not only attract grain infesting insects, but increase the fire hazard. It will pay well to clean thoroly your elevator and white wash the inside before the new crop begins to move.

Some of the crop estimates published recently by papers which were previously considered reliable authorities remind one of a weathercock on a windy day. Their vain attempts to point in all the directions at the same time show how little confidence they have in their ability to guess right.

If your elevator is weak, strengthen it before the new crop begins to move and do not overlook the fact that a strong house will not stand unless it has a good foundation. The first collapse of the season is an elevator at Marquette, Neb., which scattered 6,000 bushels of grain over the surrounding landscape. If you

want an elevator which is well built, arranged for convenient and economical handling of grain do not go to a barn builder for it.

Kansas dealers held a meeting at Wichita June 20, and seemed to be better satisfied with the results of their association than ever before. The scalper is almost a thing of the past and the dealers expect to handle the largest wheat crop the state has ever grown without friction and at a profit.

Judging from the streaks of yellow in many of the oat fields of Northern Illinois, some farmers who planted oats will have large crops of mustard. It is such an easy matter to clean seed oats, that the farmer who neglects to do it must be branded lazy, and his crop docked for foreign matter contained.

Don't let your congressman forget that you are placing revenue stamps on nearly every piece of paper you use. While he is at home soliciting votes, go after him with a list of papers you have to stamp. The war with Spain was closed long, long ago; the revenue is no longer needed. Make him promise in writing to give the trade relief.

The report of the number of delinquent members of the Illinois and the Ohio Associations, at the recent meetings, was amazing. Unless members pay dues promptly, they can not expect their officers to do much work. If the dealers do not wish to support the organizations formed in the interest of their business they should pay up and resign.

The dealers who join an association and take only a half-hearted interest in its affairs, seldom know how to use it for the advancement of their business interests. If they expect their secretary to spend his time looking for trouble, they have much to learn. The members who make use of their organization when in trouble do not grumble regarding the benefits.

North Dakota has a new law and under it elevator men of the state will have a new duty, that of guaranteeing or collecting taxes on grain stored in their houses. It does not matter that they do not own the grain, if any is found in their elevators on April 1, it will be taxed. The effect of the law will be to increase shipments from the state just prior to April 1.

Some persons who, until recently, were disposed to throw clubs and bricks at trusts are now very much grieved at the market value of some of the listed stocks. The Brooklyn Warehouse & Elevator Co. stock has had much water squeezed out of it and the receivers are wondering what will eventually prove to be the market value of the property. The stock of the United States Milling Co. which once brot \$58.25 has recently been sold as low as 25 cents. Will not the trickery of the

trust promoters bring ruin to those already organized and preclude the organization of any others? Can the investing public be fooled all the time?

Bidding $\frac{3}{4}$ of a cent over the current market for No. 2 white oats, August delivery, when the premium ruling in the market is $\frac{2}{4}$ cents, may be considered foolish, but surely such bids would not be sent out unless the shippers accepted them. The trouble with many shippers is, that they try to do business on too small an amount of information. Those who keep posted seldom give away a good thing.

The insurance committee of the Illinois Grain Dealers Association, which was appointed some time ago to investigate the matter of forming a mutual fire insurance company, in its recent report to the members very wisely advises against the formation of a mutual company, and clearly points out the difficulties to be encountered in such a move. After canvassing the insurance market carefully, the committee found that it was a very easy matter for an elevator man to place \$50,000 insurance in mutual companies on one plant, hence there is no necessity of elevator men tolerating the extortion of the stock companies, who have recently advanced rates. They can get insurance at cost in good mutuels.

Another Richmond firm, or rather a couple of firms, have recently contributed their mite to the maintenance of the reputation of Virginia grain dealers for trickery. A car of corn shipped to a broker in that market was sold to a local feed company and graded by the official inspector all right. After that, the market declined. The buyer and broker, so says common rumor in Richmond, got together and decided to bleed the shipper for the amount of the decline. No report was rendered until nearly three weeks had passed, and then it was discovered that the grain was not what shipper had contracted to deliver. Even the official inspector then gave it a low grade. The original purchaser asked for resale of the grain and its manager bot the grain in his own name, of course at a lower price. The broker made draft on shipper for deficiency and has sued shipper in a local justice's court for the amount. Of course broker will win at such a bar of injustice. Neither the broker nor the buyer are members of the Richmond Exchange, consequently the shipper has no chance of obtaining justice. His experience serves to emphasize most vigorously the advice of the Secretary of the Nebraska Grain Dealers Association, published in the last number of the Journal, to the effect, that no shipper can afford to do business at terminal markets with other than members of the established exchanges. Men who have not sufficient moral and financial standing to gain ad-

mission to the exchanges of the different markets must be expected to live by fleecing the few shippers who are so poorly informed as to patronize them. The experience of the shipper in the case cited in the foregoing convinces beyond all reasonable doubt that the arbitration committee of the exchange would have decided in favor of the shipper. If you must ship to Richmond and Norfolk, confine your business to firms known for responsibility and honesty, as the tricksters seem to be in the majority in both markets.

SEEDS.

S. M. Isbell & Co., Jackson, Mich., June 12: We have very good reports of the timothy crop.

C. A. King & Co., Toledo, O.: Chicago prime clover seed has not graded here in years. It never will until they raise their grade.

L. H. Manly, of the Harvey Seed Co., Buffalo, N. Y., June 12: While crossing northern Indiana between Butler, Ind., and Chicago, I saw no clover. The crop is gone.

The Ohio crop report for June gives the condition of clover at 58 per cent. Old clover was considerably frozen out and much was plowed up. Young clover also suffered from drouth this spring, but has been benefited by the recent rains.

Southworth & Co., Toledo, O., June 16: The winter wheat crop covering the states that produce clover is practically a failure, and it is figured that clover seed is in much the same shape; and purchases of October have been made on the theory that it must go much higher.

S. G. Courteen, Milwaukee, Wis., June 12: The crop of clover seed thru Wisconsin is undoubtedly going to be very short, the plant having winter-killed very badly. Some sections which had snow will have some seed; but on the average it will be as poor, or poorer, than last season, which was very short. Last year, however, there was a large amount of old seed carried in the state, which relieved the situation. Such is not the case this season.

John Hyde, statistician of the Department of Agriculture, in his report issued June 11, says: The acreage and condition of clover for the country as a whole can not be satisfactorily determined, but the changes in the principal states have been reported. As regards acreage, Michigan and Iowa report an increase of 5 per cent, and Illinois of 10 per cent, while a decrease of 4 per cent is reported from Pennsylvania, of 9 per cent from Missouri, 10 per cent from Minnesota, 11 per cent from Wisconsin, 21 per cent from Ohio, and 23 per cent from Indiana. As to condition, almost all the principal clover states fall considerably below their ten-year averages, Ohio being 32 points below, Indiana 20, Wisconsin 18, Minnesota 27, Pennsylvania 24, Illinois 5, Missouri 4, and Iowa 1 below. Michigan, with 1 above, is a conspicuous exception to the rule.

MEETING OF SEED TRADE ASSOCIATION.

The eighteenth annual meeting of the American Seed Trade Association was called to order in the ladies' ordinary of

the Grand Pacific Hotel, Chicago, June 12, by President Alex. Rodgers, of Chicago.

President Rodgers in his opening address extended a hearty welcome to the visiting seedsmen. He showed that much interest was being taken in the work the association was trying to do, and that with the hearty co-operation of the members much good would result.

The papers read were discussed at length and much interest shown in the subjects.

One of the topics thoroly discussed was the ravages of the pea flea. It was shown that where the pea flea was found, that the crop was generally a total failure, and that unless some remedy for its extermination was obtained, it would result in the total abandonment of the pea industry. As yet no remedy has been found, but extensive experiments are being carried on along this line.

During the meeting seventeen new members were admitted. It was decided to hold the next meeting in Buffalo, N. Y., in 1901.

The following officers were elected for the ensuing year: President, Albert McCullough, Cincinnati, O.; First Vice-President, F. W. Bolgiano, Washington, D. C.; Second Vice-President, S. G. Courteen, Milwaukee, Wis.; Secretary-Treasurer, S. F. Willard, Wethersfield, Conn.; Assistant Secretary, A. N. Clark, Milford, Conn.

Executive Committee—Alexander Rodgers, Chicago, Ill.; C. S. Clark, Wake-man, O.; W. J. Mandeville, Rochester, N. Y.; Albert J. Brown, Grand Rapids, Mich.; I. B. Clark.

Membership Committee—H. W. Johnson, Philadelphia, Pa.; A. E. Reynolds, Crawfordsville, Ind.; A. Currie, Milwaukee, Wis.

The retiring president, Alex. Rodgers, in turning over the office to the new president hoped that the association would extend the same courtesy to him that he had had. He said he had enjoyed the pleasure of acting as their executive head.

Mr. Albert McCullough, the new president, replied briefly and appropriately and thanked the association for the honor conferred upon him.

A vote of thanks was extended to the local seedsmen for the royal treatment they had given the visiting dealers.

A resolution was passed thanking the retiring officers for the efficient manner in which they had performed their duties during the past year.

Resolutions of condolence were passed on the death of C. C. Morse, of Santa Clara, Cal., and Buell Lamberson, of Portland, Ore.

The meeting closed by an excursion on the drainage canal to Lockport, the return trip being made by a special train. This was an enjoyable affair and participated in by the ladies.

China raises considerable wheat. It harvests it at so great an expense that it cannot compete with foreign grain. The grinding mills are of stone and turned by bullocks. The product is fit only for hog feed.

Corn oil amounting to 3,457,309 gallons was exported during the ten months ending with May 1, as reported by O. P. Austin, chief of the Bureau of Statistics, compared with 1,742,063 gallons and 2,106,487 gallons during the corresponding periods of 1898-9 and 1897-8. The value of corn oil during recent months has been about 30 cents per gallon.

LETTERS FROM THE TRADE

EFFICACY OF MAINTAINING QUALITY OF SHIPMENTS.

Grain Dealers Journal: As evidence of the fact that it pays to improve oats before shipment and always keep the grade of an established brand up to its standard, I wish to quote from a letter received recently from a New England dealer by an Illinois shipper:

Enfield, Mass., June 10, 1900.

C. L. Dougherty,
Mattison, Ill.

Dear Sir: Some time ago I had a car of Dougherty's 40-pound white clipped oats; they were the whitest and finest oats ever seen in this section. I have since tried and tried three different grain agencies to get more of them; they send what they say are just as good, but they fall far short of the mark, so I decided to write to you to see if I could buy them direct.

A. J. N. WARD.

It will always pay the shipper, whether he be in the city or country, to make an effort to put his grain in prime condition before shipping it.—F. L. C.

STOP LENDING BAGS; PUT IN DUMPS.

Grain Dealers Journal: Have you considered what a good time this would be to stop loaning grain bags to farmers? We have no wheat, oats are light weight to handle. Dealers will have a whole year to put in dumps for wheat and oats, and by commencing now can have them installed for handling next year's wheat crop without the use of bags. Educate the farmers to get along without sacks, so that when we do get a crop of wheat there will be no battle to fight. There is no more reason why a dealer should furnish sacks, than there is a reason for him furnishing a wagon. In sections of Ohio and Indiana, we find dealers are getting terribly in earnest on this subject, and, we must say, in our judgment, the mistake some of them are making is in not putting in dumps and urging the farmers to try hauling wheat and oats loose, and dump the same as corn. This will show them that the dealer does not do them an injustice, for the farmer who dumps once will not thank the dealer for sacks. More than that, the cost of 2,000 or 3,000 sacks will fix the average elevator to dump.—E. A. Grubbs Grain Co., Greenville, O.

CROP CONDITIONS IN ILLINOIS.

Grain Dealers Journal: This locality still has no complaint to offer. Enough rain, not too much; all kinds of crops doing well. Wheat has improved. There was more talk of Hessian flies than there were flies. The wheat in this region will make from 8 to 15 bushels per acre; it is now ripening and cutting will begin in the last days of this month, which is a week earlier than usual.

The prospect for a heavy corn crop is excellent. Cultivating is proceeding; some thru now, June 20; and will be thru this month. No danger from early frosts, planted early. Oats are doing well. Not as a rule a large growth of straw; but a medium growth of straw is an indication of a better yield than a large growth.

The hay crop will not be a large one; but the recent rains have thickened it up in the bottom and we look for a very fair crop. The potato crop will be large; so of all garden products. Fruit crops of all kinds are coming on well, especially peaches.

Grain of all kinds pretty well cleaned up; not much left in farmers' hands, only

a few big lots scattered here and there. If I were at all disposed to be pessimistic, a little warmer weather, with hot nights, might be a little better for corn; however, it is doing well.—M. R. Thayer, Dawson, Ill.

RIDICULOUS CROP ESTIMATES.

Grain Dealers Journal: Some of the wheat crop estimates that are being made by authorities that have been considered reliable are simply ridiculous. For instance, the Cincinnati Price Current in reviewing crop prospects says: "Winter wheat indications moderately lowered. Spring wheat partially helped by rains. Serious shortage certain. Yield below last year. Total not over 660 million bushels. But the wheat crop in general gives fairly good promise." What can be made from such a contradictory review? According to the Government the wheat crop last year was 547 million bushels. The P. C. says with one breath that there will be a serious shortage, and with the next that the production won't exceed 600 millions.

The Trade Bulletin of yesterday said:—"According to the Government report the yield by states shows a prospective crop of 323,749,000 bushels winter wheat, and 262,315,000 bushels spring, a total of 586,064,000 bushels, against 547,303,000 bushels in 1899." The Trade Bulletin should have made it appear clear that this was its own estimate and not the Agricultural Department's. The report in detail by states shows many curious conclusions. For instance, the estimated yield of spring wheat in all the states is 11,685,000 bushels more than was raised last year, notwithstanding a reduction of 91,000 acres and a lower crop condition. With a reduced area in Wisconsin, Iowa, Nebraska, Minnesota and the Dakotas from last year of 219,000 acres, and a report by the Government that the condition of the crop in Nebraska was 15 points and in Iowa 1 point above respective 10-year averages, but in Minnesota 10 points, North Dakota 17 points, South Dakota 11 points, and Wisconsin 9 points or per cent below their respective 10-year averages, the Trade Bulletin estimates the production in the six states, 13,171,000 more than last year. North Dakota with 203,000 acres less and a condition on June 1 of 17 per cent below the average for 10 years is promised a crop of 3,361,000 bushels less than in 1899. With 185,000 less acres than a year ago and a crop condition of 10 per cent below the 10-year average, Minnesota is promised a crop only 1,501,000 bushels short. South Dakota with 35,000 more acres but a condition 11 per cent below average for 10 years is promised 8,209,000 bushels more wheat than in 1899 and the largest crop ever raised. These estimates may be based on the Government report, but how? It is no wonder that statistics are dangerous. The Trade Bulletin has been our Bible since its birth, but we must say its late crop estimates "smell to heaven."—E. W. Burdick, Chicago, Ill.

SELL ONLY TO EXCHANGE MEMBERS.

Grain Dealers Journal: The experience of western shippers in dealing with firms at Richmond, Va., and other Southern points where regular Exchanges are in operation, shows that it is unsafe to deal with parties located at these places, who are not members in good standing of the Exchange or Boards of Trade, as in the case of decline in market or should the

dealer be crooked, the grain is thrown onto the hands of the shipper. He can hardly afford to resort to a Court of Justice to make collection of damages. If the party is a member of the Exchange the expense of bringing the case before the Board would be very light, besides, a member of a regular Board would hardly resort to anything of this kind.

This suggestion has been brought to mind by a Richmond broker having entered suit against an Ohio firm for his liability to a Richmond grain firm for an alleged claim on a car of corn which was sold by the Ohio firm through the Richmond broker, F. O. B. Richmond, guaranteed to arrive cool and sweet and in good condition, the car having been in transit when sold. The shipper claims that the car arrived at Richmond in three or four days on or about February 6, 1899, and was graded all right by the official Inspector of Richmond Grain and Cotton Exchange, in accordance with the shipper's guarantee. The shipper supposed everything was all satisfactory, that the draft had been paid and car unloaded, but about twenty to twenty-two days later he was advised by the broker, that the buyer had not moved the corn when it first arrived and when he got ready to move it, about twenty days later, he called for a re-inspection. The second inspection showed that the corn was rejected and slightly musty. As the markets had declined about 4 or 5 cents per bushel, the original buyer, under a different name, re-purchased the corn, paid the original draft and gave the broker a draft on the shipper for the difference. The draft was refused and suit was instituted by the Richmond broker.

The case has not yet come to trial. The Ohio shipper demanded that the Richmond broker take the case before the Richmond Grain & Cotton Exchange, but was promptly advised that the buyer was not a member of the Exchange. The Ohio shipper may be compelled to protect the broker, unless collusion is proven. He can hardly afford to enter suit against the buyer at Richmond as the expense would be greater than the amount involved. The object of the shipper in resisting the claim of the broker in the Ohio court was to show to the grain public the crookedness of the transaction at Richmond.

H. M. H.

The Maize Products Co. has been incorporated in New Jersey with \$1,000,000 capital to manufacture corn oil. A refinery is to be erected either in New York or New Jersey. John C. Scott, of New York, is one of the incorporators.

Our exports during the ten months ending with May 1 included 21,578,000 bushels of barley and 253,000 bushels of malt; compared with 1,905,000 bushels of barley and 352,000 bushels of malt during the corresponding period of 1898-9.

A claim of \$32,000 for grain sold to the government during the civil war has just been paid to C. M. Blair of Shippensburg, Pa. The grain was loaded on cars billed to the government, but was seized by the Southern army during the invasion of Shippensburg.

The Industrial Commission of the United States Government will send a second sub-committee to Chicago and the Northwest to investigate the transportation and warehousing of grain. Then the committee will make another report and seek sinecures elsewhere.

ANNUAL MEETING OF OHIO DEALERS.

The twentieth annual meeting of the Ohio Grain Dealers Association was called to order June 11 at 8 p. m. in the Assembly Hall of the Beebe House, Put-in-Bay, Ohio. The meeting was opened by Pres. Wagner, who addressed the dealers as follows: I am very happily surprised to see so many of the Ohio dealers present. I did not expect to see so many here as business this year has been so slow. In July, 1880, twenty years ago, this association was born at Put-in-Bay. During the intervening years the association has drifted to a pleasure rather than a business organization, but we are going to try to introduce a little more business and give the dealers more benefit. Much more effective work has been done during the last year than in the past twenty years, and it is due to our secretary, who has worked faithfully and placed the association on a footing where it can do good and effective work. Other states have some very good organizations and take up matters that are of vital interest to all, and get the dealers to working harmoniously. We can do the same.

Secretary J. W. McCord read the minutes of the last meeting, which was held at Columbus, Sept. 19, 1899.

Upon motion the minutes were approved.

Secretary McCord read his annual report, from which we take the following:

Secretary McCord's Report.

During the year I have made a special effort to keep in touch with the membership and all the interests of the Association. I have spent a great deal of time and labor in bringing before our membership and the trade over the State the need of earnest support (moral and financial), also in enlisting the support of our State Senators and Congressmen for the bill known as the Cullom Bill 1,430, amending the Interstate Commerce law, which is now in a manner before Congress.

My effort to increase our membership by special circular was not crowned with great success, the result in cash did not more than cover the cost of postage and printing but the new members so enrolled are a valuable asset. The effort was not in vain, and no doubt will bear good fruit later on.

I am pleased to report that the scoop shovel problem is rapidly becoming a thing of the past, and with vigilance and heroic treatment on our part, we can dispose of this problem in a reasonably satisfactory manner.

I want to mention the fact that Illinois, Iowa, Kansas, Nebraska and Texas have excellent State and local organizations and are doing grand work and to a far greater extent than many of you have knowledge.

The National Association is also doing good work in assisting the different State and local associations in thorough and complete organization and in effective work. The Secretary, Mr. Chas. S. Clark, has been untiring in his efforts to assist in the work of all state and local associations. As a representative of our Association I attended the annual meeting of the National Association held in Chicago last October and I had the honor (as a representative of the Ohio Association) of being elected First Vice-President, which is certainly appreciated by our Association.

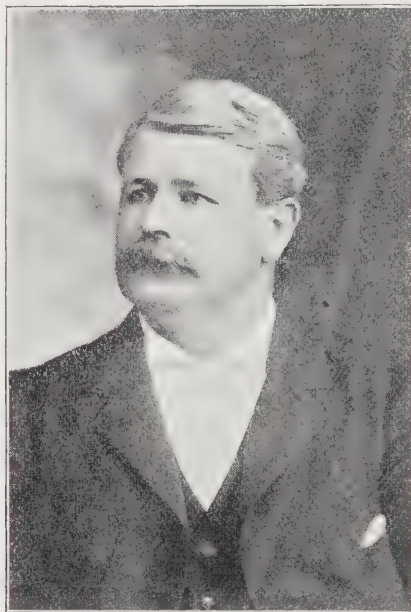
I want to emphasize the need of every member giving his earnest support to the officers whom you shall elect at this meeting to serve you for the ensuing year. You can make their burdens lighter and do good to yourself and neighbor if you will spare a little of your time in talking up the Association.

The Grain business of Ohio, while perhaps not carried on at present in such an indifferent and reckless manner as a few years since, has not kept pace with the general improvement so marked in all other lines of trade. There may be differences of opinion among us as to the cause, and we may differ as to the remedy, but one thing is sure. We will all agree that the underlying principle must be based on harmony, confidence, understanding and the application of sound, conservative and common sense methods in the prosecution of our business.

We must have an organization (not a Trust) that will promote fair and honest methods in business, bind us together in relations of confidence in each other, and in our business affairs. Eliminate over bidding, sharp practices, unwar-

ranted concessions and privileges and other unmercantile conduct.

I do not wish to anticipate or steal the thunder of our worthy vice-president who will address you on "Our Organization," but I must say that this is not to be the work of one or even a score of us. Every dealer in Ohio must put his shoulder to the wheel, and we may feel assured that the greater the efforts we put forth, the greater the results we may obtain. Our feeble efforts in the past twenty years of our existence have not been in vain. We are not strangers, neither are we business enemies, but still there is room for improvement.



President H. S. Grimes, Portsmouth, O.

Treasurer Geo. T. Chamberlain read his report, which was adopted. It showed that he had on hand at the beginning of the year \$50.67; collections, \$255.10; expenditures, \$280.30. Balance on hand, \$25.47.

There was some discussion regarding insurance costing too much, which caused mutual insurance companies to spring up, thereby giving elevator owners lower rates. An invitation was given Mr. F. K. Hogue of the Millers & Manufacturers Insurance Co., to explain the mutual plan of insurance. He said: The question of fire insurance and the reduction of rates is an important one. The reason we are able to give cheaper insurance is that we make frequent inspections of our risks and point out to the insured how he can reduce the fire hazard and make it better by keeping his mill or elevator clean, and by putting in appliances for extinguishing fires. By doing this, he can earn the lower rate himself, and on a five-year policy save 20 per cent annually. We issue insurance only on risks that meet with our approval. It is done at the minimum cost consistent with adequate security.

J. W. McCord: Two years ago I found that in the west an effort was made to reduce risks. Insurance companies were started by grain dealers, and to-day dealers are getting their insurance at a cost of about one-half the stock rate. I think that you can get good insurance at a saving of from 35 to 50 per cent and at the same time improve your property.

H. S. Grimes, Portsmouth, read a paper on "Our Organization, Its Purposes and Benefits," from which we take the following:

Our Organization; Its Benefits and Purposes.
The Ohio Grain Dealers Association was or-

ganized in 1880 for the purpose of getting the legitimate grain dealers in the State of Ohio together for the benefit of each and every person who might become a member of the organization. It has drifted along for the past twenty years, and while there is no question but that it has accomplished considerable good, still it cannot be said that the organization has accomplished the purpose for which it was formed. The officers of the Association heretofore have, no doubt, done everything in their power to bring more business features into the Association, but they have been handicapped to a certain extent, and it will continue to be so unless we become thoroughly imbued with the idea that we can accomplish great results by getting together and staying together.

In the first place, no one will dispute my assertion that in organization there is strength, and in disorganization there is demoralization. Now, then, if you will admit that organization is a benefit, why can't you also join hands with us and bring the Ohio Grain Dealers Association up to that excellency that will demonstrate to every member that it is good for him to be a member. This can only be done by concerted action on the part of all of us. The purpose of the Association, as perhaps most of you are aware, is to arbitrate for its members; to influence the railroads; to help us out of little scraps that we will get into in the grain business; to adopt, if possible, the paying of prices that will give the dealer a living profit, and the farmer a certainty of getting his money when he sells his grain, and to crush out wild cat dealers who come in for the day and get away during the night.

I will admit, and you will agree with me, that these matters can be accomplished, but the question is how can they be accomplished? It is a question that has been talked over; we have discussed it at our meetings, we have formulated plans and have attempted to carry them out, and in some instances have been very successful. But when things get to running along smoothly something comes up to break the ice, and we slide no more. It is a very difficult problem, and it is one that will be hard to work out to the satisfaction of every one. But I think if we live up to the rules and regulations that we adopted at our last meeting in Columbus, and each member strives to assist the officers of the Association, that we will accomplish all that we have started out to do.

Many of you, no doubt, have little things come up in your business transactions with your neighboring dealer that you cannot adjust satisfactorily; you may have adjusted them, but still there is a sore place. Now, if you are a member of the Ohio Grain Dealers Association, these things should be referred to the Board appointed by the Association for that purpose, and there is no question but that an amicable settlement can be made wherein both parties will be perfectly satisfied.

Then again, you have trouble frequently with the persons to whom you are consigning or selling your grain. Little differences occur that cause you, perhaps, to say that, "Mr. so and so is taking advantage of me, I won't do business with him any more." Whereas it might be possible that there is a just cause; in fact, there is usually, for complaint on the part of the receiver. An investigation by outside parties who are disinterested, and are interested in your behalf as much if not more than they are in the other party, would no doubt result in satisfactory adjustment.

Then again, take the matter of railroads. This is a problem that we have studied over. In fact, I have no doubt that many of you have had bad dreams about it—bad dreams and good dreams—but none of you have been able as yet to get nor come near getting what we would like to have from the railroad companies when we are rushed with business. Differences have arisen, and as a general thing the railroad companies say it must be so, and that is the end of it. On the other hand, if the members of this Association would say to the railroad companies we will refer this matter to the Arbitration Committee of the Ohio Grain Dealers Association, and they will take it up with you, it would look to the railroad companies as though we were organized for the purpose of doing something.

I might go on and enumerate benefits that could be, and should be secured by this organization for its members, but there has been a lack of requests on the part of members. They have not taken into consideration what the committees are for, and have therefore gone on by themselves and endeavored to accomplish that which very few of them can accomplish.

Now, in order to make this organization effective in its work, if a member has a grievance he should take it up immediately with the Board of Arbitrators, turn it over to them, wash his hands of it.

For the past year I must say that more has been accomplished than for several years previous because there has been more active interest taken. Now, let's see if the years 1900 and 1901 cannot be made years of record for the Ohio

Grain Dealers Association. Let's get together as a body, take up matters that are to the interests of the grain dealers with the receivers of grain, and the railroads wherein it becomes necessary for us to do so, and I believe we can demonstrate to every member of this organization that he is the gainer by being a member.

H. G. Morgan, Pittsburg, Pa.: I think it a hard job to interest dealers to join an association. I have noticed that the dealers who would be benefited are not

be taken in it. The members do not avail themselves of the rules and regulations of this association, if they did it would save them many dollars. The less it costs to belong to anything, the less interest the members take.

E. C. Wagner: I am in favor of it, as it will increase the membership, and members are what we need. Until we get the association in good working order the fee

Jas. P. McAlister moved to amend Section 3, Article 2, of the constitution which reads:

Representatives of the different Railroad Lines and Fast Freight Lines or any person recommended by the Governing Board may become contributing members on payment of dues, but shall not have the privilege of voting on any subject.

By striking out the word "contributing" and substituting the word "associate"; also by striking out all of the said section after the word dues.

After some discussion this amendment was adopted.

The meeting then adjourned until 7:30 p. m.

TUESDAY EVENING SESSION.

The evening session was called to order at 7:30. The first business was the election of officers which resulted in the selection of H. S. Grimes, of Portsmouth; for president; A. E. Clutter, Lima, vice-president, and J. W. McCord, Columbus, secretary and treasurer.

The newly elected officers responded with thanks for the honors conferred and President Grimes took the chair.

A paper entitled, The Distribution of Cars and Rates of Freight, was read by E. R. Woodrow of Columbus. It was received with great interest and discussed by the members.

The Relation of the Track Buyer to the Country Shipper, was the title of a paper prepared by E. W. Seeds, of Columbus, which was read by the secretary in the absence of Mr. Seeds.

A. E. Clutter of Lima, to whom was assigned the paper, The Relation of the Country Grain Dealer to the Farmer,



Waiting for Dinner.

here, but stay at home and kick. They claim that they are not treated right, but if they would come out to the meetings they would get acquainted and be better business men. The National or state association meetings are the places to get together and meet each other. I say to the shipper, come and get acquainted.

J. S. Dewey, Blanchester: We belong to all the associations we can. I believe it is beneficial. I think dealers who can not take time to attend meetings are back numbers.

The meeting then adjourned to 2 p. m., Tuesday.

TUESDAY AFTERNOON SESSION.

Geo. T. Chamberlain, Columbus, offered an amendment to the constitution, adding an additional section, No. 2, to article No. 3, which reads: The office of the secretary and treasurer is combined. It was carried.

A. E. Clutter, Lima: I think that the office of secretary and treasurer should be one good party, who should also act as claim agent. Many dealers do not know how to handle claims.

Geo. T. Chamberlain: I think it best to have one man have the money under his charge, as it will save many steps.

J. W. McCord: Article 5, Section 1, of the by-laws states that it shall be the duty of the secretary to conduct the business of the association pertaining to freight rates, overcharges, demurrage, etc. A good many dealers seem to have forgotten this section, but if they would avail themselves of it they would save many dollars.

H. S. Grimes: I move that the rule in the constitution regarding the membership fee of \$5 be suspended during 1900 and that any dealer can join by paying the annual dues of \$3. Carried.

Mr. Grimes: I am opposed to the action taken because membership is worth \$5. If you cheapen it, less interest will

of \$3 will defray all expenses, then when the members see the good to be derived they will pay more cheerful.

J. S. Dewey: I think if we were paying our secretary, more would be willing to send in claims, I would not want to unless he was paid.

J. W. McCord: I have been in close contact with the work and do not think it would pay to increase the dues now as it is hard work to get dealers to join. We have taken in a number of new members on this trip and hope to increase the membership very materially before next year.

gave a very interesting talk from his personal experiences. He pointed out the fact that all transactions between the dealer and the farmer must be carried on with honesty and frankness and on the lines of strict business principles. He also stated that all contracts with farmers for delivery of grain should be made in writing.

Fred. Mayer, of J. F. Zahm & Co., Toledo, read a very able paper which was freely discussed, on, The Relation of the Commission Man and Receiver to the Country Shipper.

C. P. Blackburn of Baltimore, Md., to whom was assigned the subject, The Re-



A Small Catch for a Railroad Man.

lation of the Sea Board or Terminal Point Buyer to the Country Shipper, read a very interesting paper, prefacing it with remarks and explanations pertinent to the seaboard markets.

E. M. Fullington of Marysville read a paper, *The Country Shipper, His Trials and Rewards*.

After considerable discussion on legislation and other topics, E. C. Beach presented thru Mr. Wagner a song entitled "There'll Be a Hot Time at Put-in-Bay," which was read, very much to the entertainment and delight of those present.

A vote of thanks was tendered to the author of the above papers, also the C. S. & H. Ry. for the courtesy of free transportation.

There being no further business, the meeting adjourned to meet at the call of the president.

CONVENTION NOTES.

About 60 attended.

All missed Hynson.

McCord immediately went fishing.

Was it a meeting of railroad men?

The Grain Dealers Journal was represented by J. Carver Strong.

Antwerp; J. W. Chaney, Milne; O. P. Chaney, Canal Winchester; A. E. Clutter, Lima; J. S. Dewey, Blanchester; Theo. Doty, Portsmouth; J. P. Gunday, Carroll; B. J. Gray, Columbus; Frank Gallagher, West Jefferson; H. S. Grimes, Portsmouth; A. H. Huston, Columbus; D. B. Hutchins, W. A. Hutchins, and P. H. Harsha, Portsmouth; T. R. Herr, Columbus; Henry Harris, Antwerp; C. R. Hunter, Mechanicsburg; S. E. Johnson, Grove City; M. Kelsey, Helron; G. W. Lamb, Hooke; T. M. Latham, Hayden; F. Locke, Mechanicsburg; John Miller, Sackville, O.; J. W. McCord and J. P. McCallister, Columbus; C. D. Perfic, Marysville; J. E. Pierson, Sunbury; Fr. Reichederfer and two sons, Amanda; W. D. Rapp, Sabina; John Riley, West Jefferson; M. A. Silver, West Jefferson; Geo. S. Schaeffer, Dayton; I. N. Sheldon, Columbus; W. H. Snodgrass, Marysville; F. E. Slabaugh, Helron; C. A. Sissell, Antwerp; E. R. Woodrow, Columbus; E. C. Wagner, Grove City; H. C. Wagner, Pleasant Corners; Chas. Wilson, Plain City; M. E. Winsell, Rosewood.

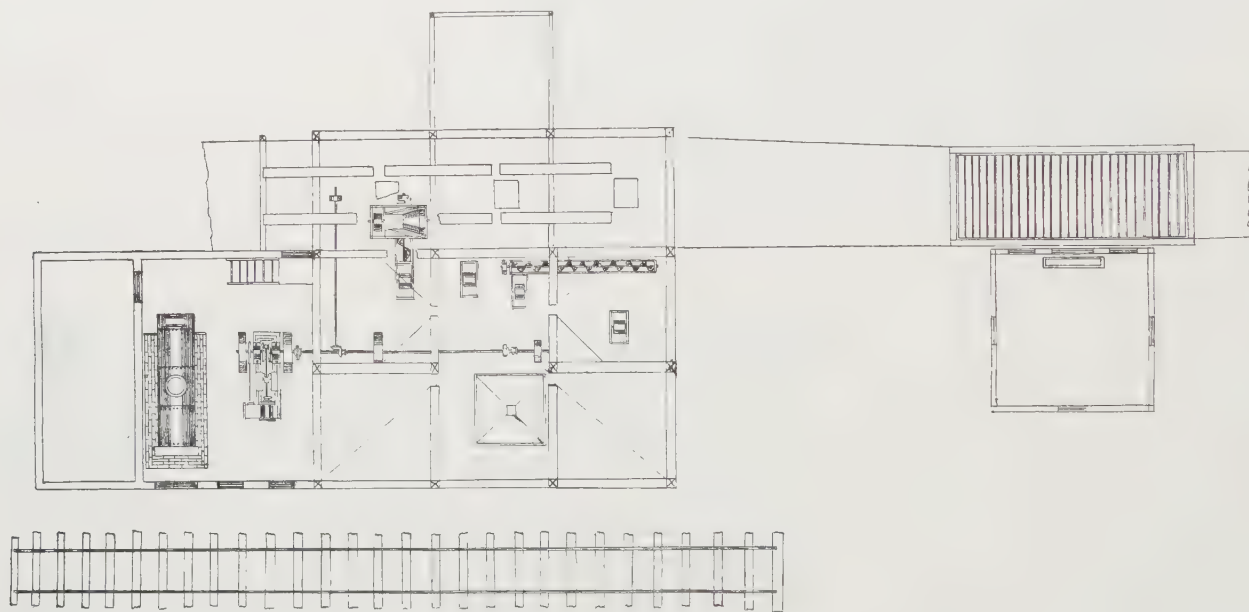
BENNETT TAYLOR'S NEW ELEVATOR AT SOUTH RAUB, IND.

In the building of an elevator nowadays more care is taken to have it conveniently arranged for handling the grain quickly and economically and the machinery is so concentrated or placed that one man can look after the dump, engine, turn spouts, etc., without running his legs off. This saves the operator much time and labor.

The accompanying cuts show the side and end elevations and ground plan of a new 30,000-bushel elevator built at South Raub, Ind., by the Union Iron Works, of Decatur, Ill., for Bennett Taylor.

This house was designed by a licensed architect, B. B. Babcock, and is built on a stone foundation, the walls of which are high enuf to form a large basement, in which is located a No. 1 Western sheller, the elevator boots, the receiving sinks under the dumps and the line shafting.

The house proper is perfectly square. The engine, boiler and cob rooms being located in a lean-to on one side of the elevator. The driveway extends thru the



Ground Plan Bennett Taylor's New Elevator, South Raub, Ind.

J. H. Cook represented the Columbus Machine Co., Columbus, O.

"A man who is not a success at poker will not make a good grain man."

Pittsburg was represented by H. G. Morgan of H. G. Morgan & Co.

C. W. Smith of the C. S. & H. Ry. was in charge of the special train provided for the dealers by his road.

Fred Mayer of J. F. Zahm & Co. was the only grain man from Toledo. He distributed match safes as souvenirs.

F. K. Hogue, representing the Millers & Manufacturers Insurance Co., distributed memorandum books with the compliments of his company.

The following railroad men were in attendance: E. C. Beach, Geo. T. Chamberlain, Huntington Fitch, A. L. Gilmore, C. W. Smith, Columbus; J. W. Koester, Dayton; H. E. Du Bois, Cincinnati; Marshal H. Brown, Detroit; G. J. Blanke-meier and R. L. Humsell, Toledo; A. W. Clark, Cleveland.

Among those present were: C. F. Barnhouse, Morral; J. F. Bryant, Frankfort; O. S. Brecount, Thackery; C. A. Bissel,

The Millers National Association, at its recent annual meeting at Chicago, decided to continue the fight for changes in the interstate commerce law. President C. E. Cole, in his annual address said: "Unjust discrimination in freight rates in favor of grain against flour, of one locality against another, the large shipper against the small, and the grain and elevator combines over the ordinary grain dealers, have reduced the average grain dealer to a condition bordering on annihilation."

Breadstuffs exports during the eleven months ending June 1, as compiled by O. P. Austin, chief of the Bureau of Statistics, included 92,928,000 bushels of wheat, 193,621,000 bushels of corn, 36,790,000 bushels of oats, 2,030,000 bushels of rye, and 22,531,000 bushels of barley; compared with wheat, 130,564,000 bushels; corn, 156,770,000 bushels; oats, 24,956,000 bushels; rye, 9,613,000 bushels, and barley, 1,952,000 bushels, for the corresponding eleven months of 1898-9. The total value of all breadstuffs exported was \$231,824,000; against \$243,874,000.

house and contains three dumps, which are so arranged as to dump direct to the sheller, or to a stand of elevators. The wagon scales and office are located a short distance from the elevator.

The working floor contains the hopper scale, the wagon dumps and the mechanism necessary to control the friction clutches, turn spouts and indicator stands, while in the cupola is located a No. 6 Western Corn Cleaner, a No. 7 Monitor Separator and the elevator heads.

Grain when received can either be dumped to the sheller or direct to the elevator boot, elevated to the cleaner and then be spouted direct to receiving bins or to the 500-bushel hopper scale, from which it is re-elevated to the loading bin and spouted direct to the cars.

This elevator is built in a section where corn is the principal crop. The power is furnished by a 35-h. p. engine and a 40-h. p. boiler, which gives the operator a chance to burn cobs for fuel.

The house has four stands of elevators, one with 15 x 7, two with 13 x 7 and one with 12 x 7 buckets. They are all driven

with friction clutches, so that one or all can be thrown in or cut off at will.

This is one of the many elevators built by the Union Iron Works in which economy in handling and large handling capacity is obtained.

SUITS AND DECISIONS

The owner of a grain elevator, who contracts to take care of grain promptly on arrival, is not responsible for injury to the grain by rain while it is being unloaded from the vessel into the elevator. *Dunn vs. Prescott Elevator Co.*, 26 Ont. App. 389.

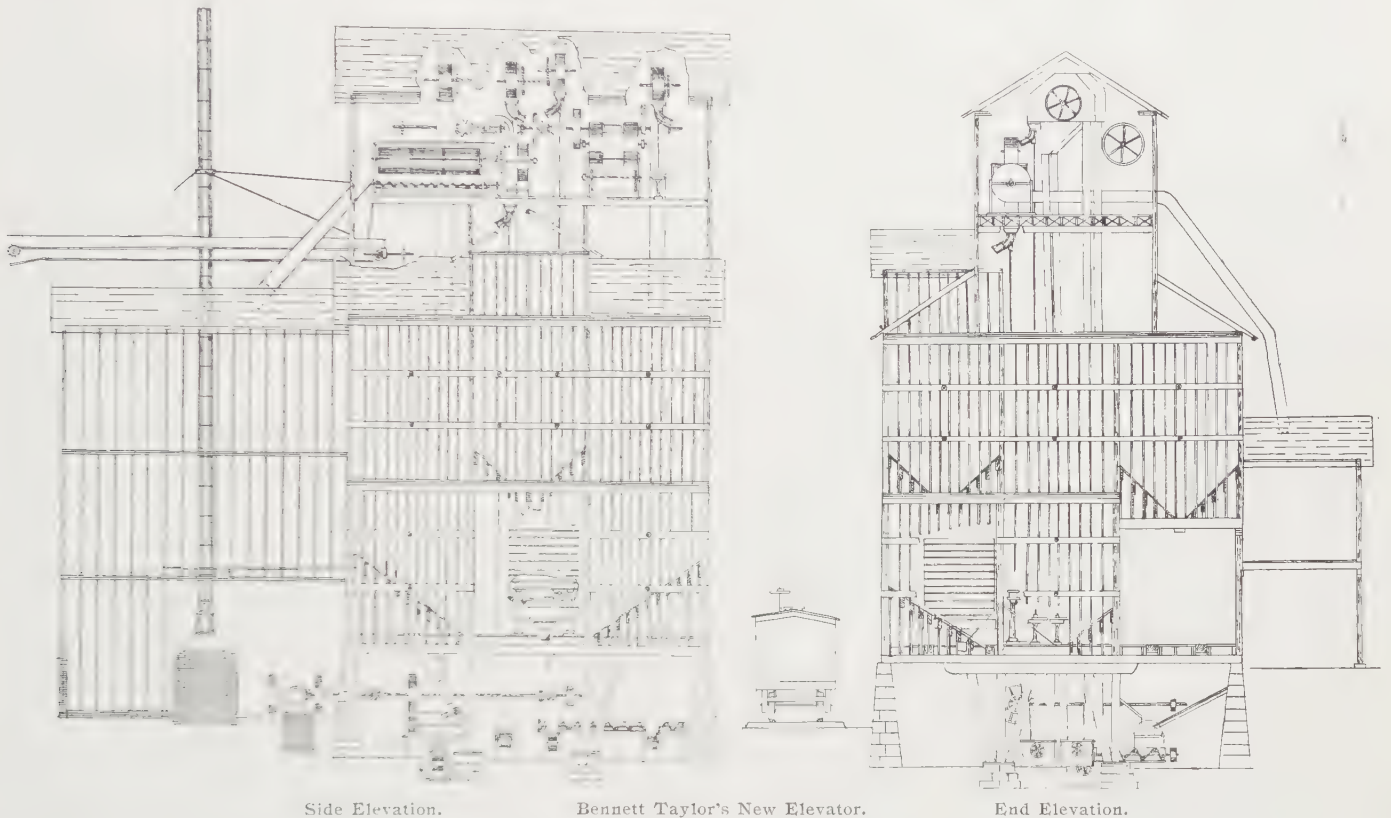
The first suit for damages under the Sherman anti-trust law was decided re-

delay in delivering wheat, has been compromised by the railroad paying the full amount. The deal was made in 1898. The firm contracted to ship Edgerton & Winans, agents of Leiter, a large quantity of wheat before April 1, and obtained from the railroad company the promise that the grain could be delivered in time.

The appellate court gave its decision June 12 in the suit of the Middle Division Elevator Co., of Chicago, against J. E. Hawthorn, of Cooksville, Ill., to recover \$1,000 damages for not fulfilling the terms of the contract under which as grain buyer he was not to have any shortage in weights at Chicago compared with the weight at the local elevator. Suit was brought under a bond for \$5,000. The decision of the circuit court in favor of Hawthorn has now been sustained by the appellate court.

part of his property and enjoy the same without any regard to the nearness of a railroad. And such use of his property cannot be declared contributory negligence in an action against the railroad company for negligently setting fire to the buildings. *P. C. C. & St. L. Ry. Co. vs. Indiana Horseshoe Co.*, 56 N. E. Rep. 766.

C. B. Wood, of Richmond, Va., has brought suit against McCord & Kelley, of Columbus, O., to recover \$38.12. Wood, as agent for the Columbus firm, sold a car of corn guaranteed to arrive cool and sweet and in good condition. The car arrived Feb. 6, 1899, and was officially inspected as in good condition. But the market declined from the time the sale was made, and the buyers, the Richmond Flour & Feed Co., not being able to dispose of it, permitted it to lie on track



cently by the United States Circuit Court at Kansas City, Mo. A dealer who had withdrawn from the "coal club" found he could not buy coal. He was awarded damages and attorney's fees. The "club" has appealed.

Black lists were attacked in a recent court decision. The opinion of the court was that black lists are perfectly proper when used with discretion and for the purpose of protecting the subscribing members of an association, and not in order to "get square" with a former customer or other person who has incurred one's enmity.

Where grain deposited for storage with a corporation engaged as warehouseman in storing grain for hire, is wrongfully disposed of thru the fraud and dishonesty of the directors and officers, the owner who suffers loss can maintain an action against such officers and members of the corporation. *Rice vs. Madelia Farmers Warehouse Co.*, 80 N. W. Rep. 853.

The suit of Prewitt, York & Co., of Plainfield, Ind., against the Pennsylvania Railroad for \$402 damages for 12 hours'

Joseph Leiter's suit against the Northwestern Transportation Co. is being heard in the United States District Court at Chicago. In 1898 Leiter stored 171,000 bushels of wheat in the barge George Hartnell for spring shipment. When discharged at Buffalo 5,000 bushels of the cargo was found to have been damaged by water. The contention of the insurance underwriters that the damage was caused by faulty construction of the ship has been upheld by the courts, and Leiter is suing the vessel owner. The vessel agents claim that if the decision goes against the owner of the boat the amount of tonnage offered for winter storage will be greatly reduced.

A person erecting a building on real estate adjoining a railroad track takes upon himself the risk of fire being communicated thereto without the fault of the railroad company. He is not required to keep his property in such a condition as to guard against the negligence of the company, nor to stand guard over it to protect it against such negligence. He has the right to erect buildings on any

for 20 days, and then called for a re-inspection. The car missed grade and Wood was instructed to resell, which he did at a difference of \$38.12. The second sale was made to W. R. Todd, manager of the Richmond Flour & Feed Co. Wood claimed he had made good to the buyer the difference, and drew upon McCord & Kelley for the amount, \$38.12. The fact that the car was resold to practically the same party gave rise to the suspicion that there was collusion between Wood and Todd, and the Columbus firm desires to have their doubts on this point removed before settling. The Richmond Flour & Feed Co. is not a member of the Richmond Grain Exchange.

France's wheat crop has been damaged by unfavorable weather. The present crop is estimated at 275,000,000 bushels, while that of last year was 355,000,000 bushels. The surplus of the last year's crop will not equal the deficiency, and France will import more than 30,000,000 bushels.

ANNUAL MEETING OF ILLINOIS DEALERS.

The annual meeting of the Illinois Grain Dealers Association was called to order by President E. R. Ulrich, Jr., of Springfield, Ill., at Decatur, June 12, at 2:15 p. m.

Secretary Tyler requested those who had not registered to hold up their hands. After getting their names on the handsome new register provided by Reynolds Bros. of Toledo, Secretary Tyler said: If there are any dealers here who are not members, please hold up your hands.

One non-member was found and induced to sign an application blank.

Treasurer F. M. Pratt, of Decatur, reported balance on hand June, 1899, \$84.96; received during year, \$3,208.63; total receipts, \$3,293.59. Expenditures, \$3,267.65, leaving a balance on hand, \$25.94.

Upon motion of S. S. Tanner, the report was accepted.

H. C. Mowry, Forsyth, chairman of the Executive Committee, recommended that whenever it was possible each member attend to the trouble in his territory and thereby economize. We have been handicapped by lack of funds. Some of the members of the committee have returned a bushel or a bushel and a half of letters. We are not having much trouble, but the committee has been kept busy. We do not deem it advisable to make a detailed report; it would be dry and uninteresting. Therefore I hope you will excuse us from making it. I thank you.

The report was accepted.

T. P. Baxter, Taylorville: I move that when we do adjourn it be to meet sharply at 7 p. m. Carried.

B. F. Walter, traveling representative of the Association, read an interesting paper on the work of the Association, which will appear in next number.

President Ulrich: The work of the local associations is very essential to the effective work of the Association.

Adjourned to attend the ball game.

TUESDAY EVENING SESSION.

President Ulrich called the meeting to order at 7:50 p. m. and asked: Is there any dealer present who is not a member of this association, or who has not registered? If so, they will please hold up their hands.

No hands were held up and B. F. Walter accounted for it: We have been doing good work the last year.

President Ulrich then read a paper on Some Things Essential to the Welfare of the Association, from which we take the following:

THINGS ESSENTIAL TO THE WELFARE OF OUR ASSOCIATION.

Another year of Association work has been passed, another mile stone traveled; are we the better or are we the worse? What is the object of our Association? The object of our Association is, as in all other organizations of a similar character, to better our financial conditions, to protect our mutual interests and to eradicate the evils to which our line of business has fallen heir. A recent author has said, "A reasonable amount of fleas is good for a dog, because they keep him from forgetting that he is a dog." We must expect our share of the fleas, but we must destroy as many fleas as possible. We, as well as any other class of American citizens, are entitled to our rights.

The members of the Chicago Board of Trade have rules governing their transactions, and have established rates of commission for their work, and I believe they are perfectly right in upholding and adhering to these rates; so also with the railroads. Their rates should be adhered to without discrimination in any respect. I believe it would be of great benefit to the country shipper if fair rates of freight could be made by the roads and such rates be left stable and unchanged year in and year out, instead of having them churned up and down with the opening and closing of navigation, etc.

We will, during our two days' meetings here, have some very interesting and instructive speeches and papers, some of them on our past work and some of them on what our future plans shall be. It is very important that all our members give close attention to all of these matters, and by all means stay until the docket is cleared. Give us your personal assistance in devising ways and means and to help map out a clear plan for our future work. This is your organization, and each one of you, as a member, is personally responsible for its success. The officers of this Association are placed here as such simply to obey your mandates and to see that your constitution and by-laws are upheld and enforced. If these articles are not what you want or as you want them, you are the ones to say so and to prescribe and administer differently.

Don't by any means stand back and decry the Association for what it has done or what it is doing, or what it has not done, but make such changes as are best. Take hold, each of you, individually and collectively; make this Association a success. If we don't hang together we will all hang separately, that is, hang on to the ragged edge of prosperity when we might better our conditions.

Martin Luther wisely said, "The prosperity of a country (we might add of an elevator owner) depends not on the advantages of its revenues, nor on the strength of its fortifications, nor on the beauty of its public buildings, but it consists in the number of cultivated citizens, in its men of education and character; here are to be found its true interest, its chief strength, its real power."

Let us seek to cultivate and educate our members along business lines as well as otherwise, so that the character of this organization may be elevated and that we may have force in every market of this broad land.

We need paid representatives in the principal markets of this country who will stand up for the rights of our members and who shall say to the man at the other end: "You shall not take one pound more of grain from us than you pay us for. You shall not influence your inspectors to call our grain No. 4 and then run it through your buildings and load it out as No. 3. You shall protect our interests in every way, shape and form that you can or we will find markets where we can get our just dues." Band together, boys, stand together, boys, and we will make the other fellow understand that we mean business.

Why, right here in Decatur is a firm which recently pulled out of our Association and is trying to force dealers to sell to it whether they will or not, by getting their grain through scoop shovel channels instead of through the regular channels of trade. Now these people are in the milling business here in Decatur, and if they insist on pursuing these lines, we predict their mill at no very distant date will stand high and dry, like a ship on dry land or like the Ark of Noah on the Mountain of Ararat. We quit them ourselves not because we had any personal grievance, but simply on account of the course they were pursuing.

Article XII, Section 1, of our Constitution provides: "It shall be the duty of every member to aid in protecting the interests of every other member so far as it can be done without injury to his own business." Now, are we going to stand back and see a couple of hot headed animals trying to harass and annoy our brother dealers without making the offending parties feel that we will not tolerate any such proceedings.

People who try and make our members do business with them by main force, might as well try to force water to run up hill. The sooner they change this policy the better. Vinegar never catches flies.

I noted with a great deal of satisfaction a resolution passed by the Nebraska Association on April 11th to the effect that every member of the Association pledge himself not to ship to any receiver, commission merchant, or track buyer, who bids scalpers after they knew them to be doing it.

I for one favor such a resolution and hope all are of the same opinion. I would also add to the resolution, "any firm which accepts on consignment or handles in any way, shape or form grain coming through other than the regular dealers."

The matter of mutual fire insurance is to be taken up at this time and should be looked at in all its different phases. Of late the old line companies have seen fit to raise their rates on elevator property and grain to such exorbitant rates as to absorb a good share of the profits of the business, and we hope that you will arrange to form some line of mutual fire insurance protection that will be of much benefit to our members.

We have invited some of our railroad friends to be with us at this meeting, hoping thereby to be able to have them show us whereby we can work together to our mutual benefit, and hoping to be able to show them how our Association is in position to help them in certain ways to better the condition of the country grain trade and to help them get fair returns for handling our grain.

There are certain houses in some of the markets who have agreed to work with our Asso-

ciation, and who since agreeing to do so, have been sending postal bids to irregular dealers. It is my intention to read a list of all such and whether they have sent such bids by error or otherwise it will make no difference, as it would indicate they were guilty of culpable negligence in so doing. In all of our regular meetings hereafter, we expect to do the same thing, regardless of where the lightning will strike, and I hope you will take your pencils and make a list of such houses for your own information. A word to the wise is sufficient.

T. P. Baxter, of Taylorville, read a paper on How Much Is Necessary to Run Our Association as it Should Be Run, and How Shall We Raise the Necessary Funds? from which we take the following:

HOW MUCH MONEY IS NECESSARY TO RUN THE ASSOCIATION?

Assuming that we are going in the right direction, that our plans and purposes are laid on the right lines, and assuming that some of our members will continue to indulge in sharp practices as they have since the beginning of the grain trade, I would recommend raising at least \$35,000 as a necessary fund to run our association as it should be run. We have about six hundred members. To every twenty members we should have a mediator, a coacher, whose duty it would be to pacify, console and render such service as necessary to equalize and distribute benefits. This man should be paid \$1,000 per year, and on this basis thirty such men would require \$30,000. To this amount I would add \$5,000 for management. The average cost per member would be \$58—cheap as dirt. How many of you would oppose a motion of this kind? To such I suggest a retrospective, see if you cannot recall instances when you have taken 10,000 to 15,000 bushels of grain from your competitor for which you paid as much as you could sell it for, handled it free, losing thereby \$100 to \$150. Some of you have indulged in such practice each year you have been in the business. Therefore on the basis of my figures you would save money.

In the foregoing no reflection on the officers is intended, but on the contrary they are deserving of the greatest credit; their efforts have been vigilant and untiring. To my certain knowledge they have neglected their own affairs in the interest of the Association, but lack of money prevented them from doing much needed work. At the end of the first six months the treasury was so low that the policy adopted had to be abandoned and the effort to get new members was adopted as an expediency. At the end of ten months the treasury was empty. The last two months, advanced dues was the only resource for carrying on the work. Receipts for the year were \$3,041; of this amount \$748 for new members, leaving but \$2,293 from dues, or about \$3.82 per member. In round numbers disbursements were about \$3,200, or \$200 in excess of receipts. This amount was covered by advance dues. The basis of dues last year was \$5 per member, and \$2.50 for each additional elevator. This basis required our worthy president to pay \$97 dues, and many others with additional elevators paid amounts largely in excess of regular dues. This showing makes it apparent that we have a large delinquent list among the single-elevator owners. The nut to crack is, how we will raise the necessary funds.

The Illinois Grain Dealers Association is probably the oldest of its kind, and therefore should be the strongest, and able to point to the greatest achievements; but by investigation I find there are several, at least four sister associations, far in the lead of ours. They are working on similar lines, but for some reason they pay all the dues better than we do. The organizations referred to are the Texas, Kansas, N. W. Missouri & S. W. Iowa, and the Nebraska. The Texas Association has 148 members and collected last year \$2,327, about \$16 per member. The Nebraska association has 299 members and collected \$3,756 dues; over \$12.50 per member. I did not get a financial statement from the Kansas and Iowa Associations, but Secretaries Smiley and Stibbins tell me the members pay their dues promptly and cheerfully. I suggest that we raise the dues to \$10 for one elevator and \$2.50 for each additional elevator. This, on paper, will yield about \$6,500; but probably we would not collect over \$5,000. With this amount the association can be managed so that real benefits can be realized by every member. We can visit and hold local meetings, and take time to adjust local disagreements. The dues should be paid in advance or a contract entered into between the individual members and the association making payment obligatory. It is a business matter. Therefore, let us establish business principles and stop playing. A moral obligation is good, but a legal obligation is better.

H. C. Mowry, of Forsyth, followed with an address on Our Finances, How Can We Better Them? in which he said: The Board of Directors has done an immense

amount of work; they have done the best they could with the funds at their command. About the middle of the year the Association run out of money. The complaint has reached me that the officers are all line houses. It is not so by intent. Some have paid part of their own traveling expenses. The one house members are the members who are in arrears, and they are the ones who have required the most attention and assistance. Our dues can be collected, but it will require some work. They should be collected quarterly, and kept collected right up to date. If members are permitted to escape the payment of dues they will soon lose interest and drop out, or at least you will not know who are members. I beseech you not to leave until you have provided for ample funds to run this Asso-

One of the greatest benefits derived by this organization is the fellowship established. Every time I come here I enjoy myself. I feel that I have met a friend. I used to look with suspicion upon the Board of Trade members, but now that I know them I have a friendly feeling for them and respect and trust them.

The Chicago Board of Trade is doing a good work. Its reform measures will benefit not only its members but the country shippers and the producers. It will not rest with stopping the bucket shop operations of its members, but will go further and get control of its own quotations, keep them out of the hands of the bucket shops, which will stifle the effect of all speculations. They are undertaking a grand work and merit our hearty support. The bucket shops should be

the state are white. If the Board of Trade wants to do business with the country shipper it should deal in grain of the quality he can deliver.

F. P. Rush, Indianapolis: What benefit would it be? Changing grades always adds confusion. We must clip export oats.

Thos. Costello, Maroa: Ninety to 95 per cent of the oats we handle are No. 3 white. We must throw out some protection and can not make deliveries on our hedges.

T. P. Baxter: How much does it cost you per bushel to handle grain? This is an important subject, and the experience of each would be of value to the others. However, I think the consideration of this subject is of great importance to all, and I move it be considered tomorrow.



Fotograf by Le Forgee, Decatur, Ill.

Grain Dealers at Decatur Meeting, June 13, 1900.

ciation. I have an amendment to the constitution which I will present. It will provide for the payment of dues, or the dropping from the membership roll of those six months in arrears. When members get accustomed to paying promptly you will have no trouble in getting sufficient funds to run the association. I move the adoption of the following amendment:

Article VIII, Sec. 1. The annual dues for the members of this association shall be \$1.25 per quarter, and 4 cents for each car of grain or flour shipped and 2 cents for every car received, but where the same party receives and ships the same grain he shall only pay 2 cents for both.

Sec. 2. Every member of this association, who shall become 6 months in arrears for dues, shall not be entitled to any of the benefits or have the right to attend the meetings of the association.

Upon the motion of Mr. Tanner the amendment was referred to a committee of three, and President Ulrich appointed Mr. Mowry, Mr. Baxter and Thos. Costello.

S. S. Tanner, Minier: I am to try to tell you Where Are We At? I think I can tell you where are about 500 members of the Illinois Association. They are at home enjoying a good grain business, too busy to attend this meeting and help along the organization which has made it possible to do a good business.

shut up and the investments in grain placed where it will influence the value of the real grain.

The farmers are becoming educated and are no longer opposed to this Association. We have only one enemy; it is not the farmers, for they are with us. It is not the receivers, but it is a small band of men known as the Railroad and Warehouse Commission.

J. W. Radford, Chicago: As you all know, the contract grade of oats is No. 2 white. It is proposed to call the present No. 2 white oats No. 1 white and to form a new grade of No. 2 white oats to include about 50 per cent of what is now graded No. 3 white oats. If shippers could sell both No. 2 white oats and No. 2 oat futures in Chicago, it would give them an opportunity to protect their holdings better by hedging. No action is desired, but we wish you to consider it, and write to the Secretary of the Board of Trade. We feel your interests should be consulted.

Jim Parrott, St. Louis: We had this same subject up at St. Louis, and after thoroly considering it we decided it would increase the amount of contract grades and depress the market; so we dropped it.

F. M. Pratt, Decatur: Four-fifths of the oats raised in the northern half of

Adjourned to 9:30 Wednesday.

WEDNESDAY MORNING SESSION.

President Ulrich called the meeting to order at 10:10 a. m., and suggested the appointment of a committee to audit the financial statement of the Association.

A motion to that effect by Mr. Gulshen was carried and the president appointed H. N. Knight, Pat Whalen and J. P. Wollford.

T. P. Baxter, of the Committee on Finances, read the following report:

We, the committee on dues, beg to report, that we estimate that there are 700 elevators owned by members, and that they would average 100 cars per elevator, total 70,000 cars. At 3 cents per car would yield \$2,100; at 5 cents, \$2,500; at 1½ cents, \$525. Amount from receivers, \$500. Total, \$5,125.

The same basis at 4½ cents would yield about \$6,000.

Edwin Beggs moved that the dues be made \$5 per year for each elevator, and \$5 for each member not owning an elevator.

H. C. Mowry: Moved to amend by substituting the report of the Executive Committee.

Mr. Beggs accepted the amendment.

Edw. G. Heeman, Chicago: How are

you going to collect these amounts from the receivers and track buyers? Will the track buyers contribute anything?

F. P. Rush, Indianapolis: This plan is not practical. I do not want to make known what I ship. If the Association needs money let us get together and contribute \$10 or \$20. Make a definite assessment on each member.

S. S. Tanner, Minier: Let us be fair with receivers, not put an embargo on their working up a business so large that they will have to pay us \$6 or \$7 a day or withdraw. I want to avoid driving these men out of our Association. If necessary to keep them here I would remit their dues. We want their fellowship. Ask them for \$5 or \$10 a year and they will gladly pay it.

B. S. Tyler: I think the new plan of raising dues would increase the amount of delinquencies rather than reduce them.

Thos. Costello, Maroa: Let the dues be fixed at so much per year. Let it be \$5, \$10, \$15 or even \$25, per elevator each year, and if not paid drop them from the membership.

B. F. Traxler, Chicago: I agree with Mr. Rush that this per car plan of raising revenue is not practicable. I think that I voice the sentiment of the Chicago receivers when I say that the fixed dues is far preferable. Make it \$10 per year if necessary.

I. R. Titus, Steward: Make the dues a stipulated amount each year for each elevator, and a smaller amount for each additional elevator.

J. W. Radford, Chicago: Why are the dues not paid? Do the one elevator men think they have not received any benefits? They are not interested in what is being done for them. The support given the receivers in their fight for better weights was the influence that won the day. The benefit of that work alone was enough to offset their dues for a life-time.

Mr. Mowry's motion was laid on the table.

S. S. Tanner: I move that the annual dues for country shippers be \$5 per year and 3 cents per car for each car shipped, and \$10 per year for the commission men and track buyers.

Amended to \$5 per year for each elevator.

J. Parrott offered an amendment to admit line houses free.

Mr. Tanner's motion was carried.

INTERMISSION.

After reconvening Mr. Tanner moved to reconsider the amendment to by-laws regarding annual dues. Carried.

Mr. Tanner then moved to fix the annual dues at \$8.00 per station and \$10 per year for receivers. Carried.

H. C. Kinney, Suttle: I am opposed to a crib being taxed \$8. For stations having elevators the charge is all right. The stations handling 20,000 to 30,000 bushels should not be taxed \$8 per year.

Pat Whalen, Caberry: If you would not put a small station at so many intermediate points in hope of getting a portion of the business going to the adjacent stations this amendment would not hurt. If a station is not worth \$8 a year, better close it.

The Secretary of the Grain Dealers National Association preceded his paper on Relations Between Railroads and Association Members by reading the following from the secretary of the Ohio State Grain Dealers Association:

Headquarters of the Ohio State Grain Dealers Association, Columbus, Ohio.

Charles S. Clark,
Chicago, Ill.

Dear Sir:

I understand from your letters received recently that you will attend the annual meeting of the Illinois Association on the 12th and 13th. I realize that it is of great importance that all associations co-operate with each other and work in harmony with a view to bettering the general conditions of the grain trade, and that it is not best for any of our associations to assume a selfish position. While we are doing good for ourselves and for our own organization, we can still assist each other.

I want you to represent us and speak a word for the Ohio Association and convey to the officers and members of the Illinois Association our fraternal greetings and best wishes for the success of the good work in which they are engaged. We realize the fact that the Illinois Association is one of great influence and one that has done excellent work for its members. We feel that its day of usefulness is just beginning to dawn and that they will in years to come accomplish very much good work. We will be glad to assist in any particular work or object of a general character that is to be undertaken, and they are at liberty to call on us at any time. With best wishes for the success of all Association work, I am, yours respectfully,

J. W. McCORD, Sec'y.

B. S. Tyler, Decatur, read a paper on Advantages of Steady and Uniform Rates of Freight, from which we take the following:

Adjourned to 1:30 p. m.

WEDNESDAY AFTERNOON SESSION.

President Ulrich called the meeting to order at 2:30 p. m.

H. A. Foss, Chicago Board of Trade Weighmaster, addressed the members on Chicago Board of Trade Weights. This paper appears elsewhere in this issue.

B. Gulshen, Hersher, asked why he couldn't get Board of Trade weights for 6 cars of grain unloaded at Riverdale.

Mr. Foss: We never weighed a car of grain at Riverdale. There are no good grain doors. The large cars of the present are too big for the doors. Most of the present leaks are due to poor cars and leaky doors.

Senator Isaac M. Hamilton, of Sissna Park, was introduced by Secretary Tyler and spoke at length on the public warehouse law. We take the following from his address:

About 1848 when the grain business was young the warehouse business was in its infancy, but with the building of the railroads and the canal it suddenly became very important. The adoption of the new constitution in 1870 included Art. XIII, which describes and provides for the regulation of the public warehouses. Under that article the public warehouse men were not permitted by implication or otherwise to deal in grain stored in their houses. For years they were content to act as the authorized licensees of the state of Illinois. Just when they commenced to deal in grain is not known, as it was carried on for years secretly. The public elevator men continued to deal more and more in grain until they flagrantly violated all the provisions of the law. Judge Tuley held that it was immoral and against public policy to permit the elevator men to engage in any business other than that for which they were licensed, and granted an injunction restraining them from dealing in grain stored in their public elevators. The public elevator men immediately appealed to the Supreme Court. Before the court had a chance to pass on the case the elevator men journeyed to that mecca of capital—our state capital and the law was amended so as to permit the public elevator men to deal in grain stored in their elevators. In my

opinion the law is unconstitutional. The law should be repealed or its constitutionality tested. I wish to quote from the decision of the State Supreme Court. Three-fourths of the grain stored was the property of the elevator men at the time it was stored.

The interests of the grain dealers and the grain growers are so closely allied that both are seriously affected by the centralization of the business.

You have two remedies—go to the legislature and insist upon the repeal of the law or take it to the courts and have it declared unconstitutional as it is.

It is the practice of the public elevator men to deliver the lowest of the grade called for by the certificates. About 75 per cent of the grain handled in Chicago is handled by the public elevator men. The grain business is shrunken, competition driven out and prices depressed at the will of the public elevator men. The thing for you to consider more than anything else today is to study the effect of the dealings of the public elevator men upon your business. Study what you can do to educate the farmers and the people to the evil effects of the present monopoly. Insist upon the repeal of the law of 1897, the re-enactment of the old law and also for the provision of criminal punishment of those who violate the law. Go before the next legislature determined to convince them that what you ask for is right and that you must have it.

H. S. Greeley followed and warned the members of the outcome of the warehouse problem and presaged revolution or quick reform. It has come to a pass when a man can not be a successful grain man and at the same time be an honest man. If I would educate my son for a grain merchant I must teach him to become a law breaker. The power of money today to secure a dishonest vote is greater than the influence of the people for an honest vote. I prefer not to talk upon the warehouse question, you have heard that from my lips before.

A. Graham, Illiopolis: I move that a large number of leaflets containing Senator Hamilton's address be printed, officially endorsed by the Association and supplied to members for general distribution. Carried.

S. S. Tanner: Moved that the rules be suspended and that we proceed to the election of officers. Carried.

Thos. Costello nominated Mr. Tyler for secretary. Mr. Tyler declined and nominated Mr. T. P. Baxter, who was unanimously elected.

B. Gulshen nominated B. S. Tyler for president, and he was elected.

H. C. Mowry nominated F. M. Pratt for treasurer and he was elected.

The following were nominated for directors: J. A. Montelius, Piper City; H. N. Knight, Monticello; J. B. Good, Forsyth; Edwin Beggs, Ashland; R. Ervin, Tuscola; S. T. Zeller, Harmon; A. P. Hill, Blue Mound. The first four named were elected.

T. P. Baxter nominated Thos. Costello for vice-president. Mr. Costello declined and nominated R. Ervin, of Tuscola. Edw. Heeman nominated S. T. Zeller, of Harmon.

Mr. Costello, of Maroa, was elected.

W. L. Shellabarger, Decatur, read a paper on the Milling of White Corn, from which we take the following:

MILLING OF WHITE CORN.

With the old system of milling it was an easy matter to produce 50 pounds meal from 56 pounds corn, but then everything went into the meal, but the bran; while today in producing

standard goods, fully one-third of the product goes into the feed pile.

Good corn is essential in producing good goods. Experienced millers prefer the hard flinty corn with smooth ends. Rough starchy corn makes too large a percentage of feed and is not so profitable to mill.

Milling corn must be dry and round. Great care must be taken to secure good clear white corn; otherwise the goods are not satisfactory, as in milling corn with too much yellow in it or inferior damaged corn which results in black specks.

It is not necessary to refer to the benefits resulting from the erection of a modern corn mill in your territory, for every grain dealer fully appreciates the advantages of having a good market right at his door where full prices are paid, and quick returns received on account of the short haul. It goes without saying that the weights of the honest miller are never questioned.

S. S. Tanner moved the appointment of a committee of three on resolutions.

President Tyler appointed Edwin Beggs, J. W. Radford and Mr. Spellman.

Mr. Tanner, of Minier, was called for and said, As you know, a large percentage of the freight passing over the railroads of the state is supplied by the grain shippers, hence our interests should be represented on the Board of Railroad and Warehouse Commissioners, so that we can get a little attention. We want a man in sympathy with our business, one who understands our needs. We could not get a worse board than we have at present, but, thank God, we are to have a change in the Commission as well as in the Governor's office. We should use our influence to secure the appointment of a representative of the grain interests on the Board.

J. R. Dalton, of Chicago, was called for and read a paper on Troubles of Grain Shippers, published elsewhere.

T. P. Baxter, of Taylorville, read the following Report on Mutual Insurance:

REPORT OF INSURANCE COMMITTEE. To the Illinois Grain Dealers Association:

Your committee, to whom was referred the question of a mutual insurance company to be organized by the members of the Illinois Grain Dealers Association, beg leave to report as follows:

We pursued our investigations on the lines assuming that the organization of such a company would materially advance the interests of the Association, and we do not question but that it would result in adding to the membership and prove one of the attractive features of our organization, and that it would result in effecting a saving in insurance premiums over existing board rates, but in the course of our investigations, we secured information that would cause us to hesitate to recommend the formation of such an insurance company for the following reasons:

First: We have ascertained that strictly first-class insurance can be obtained in mutual companies already organized and authorized to do business in this state to the extent of \$35,000 on any one elevator building and contents, and that \$15,000 more can be secured in other good mutual insurance companies which are not represented in this state, but policies can be secured, so that a total of \$50,000 insurance can be secured on any one elevator property, which includes both building and stock. This, doubtless, is as much insurance as any one plant in our organization would require.

Second: In order to create cheap insurance on a mutual plan, it is absolutely necessary that the aggregate amount of insurance shall be large enough so that if losses are sustained the percentage of loss to each policy holder will be reduced to a minimum. The mutual companies referred to in paragraph 1 are all old companies, carrying large lines and doubtless have reduced the cost of insurance to their policy holders to a minimum, while in forming a new company, necessarily the expenses the first year or two would be greater in proportion to the amount of insurance in force, and it is doubtful whether or not any saving could be effected over the present board rates for at least a period of two years.

Third: It is doubtful whether the formation of such a company would prove beneficial in bringing in desirable members and adding to the attractiveness of our Association, for the reason that it must be evident to any business man engaged in the elevator business that the formation of an Association on the lines of ours, cannot help but result to the mutual benefit of all concerned. Possibly this insurance feature would prove attractive to a certain class of elevator

people who are unable to secure first-class insurance, owing to the character of their plant, for the companies referred to above, by their system of inspection, necessarily reject a great deal of elevator insurance which at the best is considered hazardous, and on this proposition it is very evident that the owners of the best elevator properties would be called upon to pay for the poorest, for it must be evident that if the insurance feature was a part of our organization, we could not discriminate as against any elevator, the owner of which being a member of our Association; and in addition to this, considerable dissatisfaction might arise in rating the several elevator properties, for none of us are willing to admit that we have a poor risk, and firmly believe that we are entitled to as favorable rate as our worthy neighbor and competitor, while in the minds of disinterested parties, matters would appear altogether different.

In conclusion, and for the benefit of the members, would state that the insurance laws of this state covering mutual companies, require that to form a new mutual company, applications for \$300,000 insurance must be had, which carries with it \$50,000 in premium notes and that 20 per cent of the total amount of premium notes shall be paid in cash.

The following mutual companies are duly authorized to do business in this state, and on desirable risks are prepared to carry the several amounts as set opposite their respective names, placing half on building and half on stock, or about in that proportion:

Millers National Insurance Co., Chicago, Ill., \$7,500.

Millers Mutual, Alton, Ill., \$7,500.

Michigan Millers, Lansing, Mich., \$5,000.

Indiana Millers, Indianapolis, Ind., \$5,000.

Ohio Millers, Canton, Ohio, \$5,000.

Central Manufacturers, Van Wert, Ohio, \$5,000.

After a careful investigation, resulting in the above stated facts, we, the undersigned committee, would not recommend the formation of such an insurance company in the Illinois Grain Dealers Association.

W. L. SHELLABARGER,
THEO. P. BAXTER,
A. GRAHAM, Committee.

The report was received and adopted.

J. W. Radford, of the Committee on Resolutions, reported the following resolutions, which were adopted:

Whereas, Fully three-fifths of the entire railway freight traffic of the state of Illinois is grain traffic originated within the state; and,

Whereas, The Illinois Railroad and Warehouse Commission has supervision of transportation, warehouses, inspection and terminal facilities, in the shipment of grain; and,

Whereas, The proper execution of the state law demands the experience of a practical grain man, and the interests of handlers and producers of grain throughout the state of Illinois, and the entire West would be best conserved by such an appointment; therefore, be it

Resolved, That we, the Grain Dealers of Illinois, in convention assembled, do request that an experienced handler of grain from primary points, familiar with the details of the country grain trade, be appointed a member of said Railroad and Warehouse Commission.

JOHN W. SPELLMAN,
J. W. RADFORD,
EDWIN BEGGS.

Whereas, It is the unanimous judgment of this association that the present warehouse law works a great injury to the producer and handlers of grain, not only in this state but the entire West; therefore, be it

Resolved, That we as individuals and members of this association pledge ourselves to use all honorable efforts to have the same repealed.

Resolved, That the Illinois Grain Dealers Association hereby tender a vote of thanks to the Western railroads terminating at Chicago for the discontinuance of the after sweeping privileges, and respectfully request them never to allow such privileges in the future; also be it

Resolved, That Mr. Foss be commended for his efforts for the discontinuance.

A vote of thanks was extended to President Ulrich and the other retiring officers.

The sympathy of the Association was extended to the family of A. E. Ward, deceased, of Champaign.

Mr. Tanner moved a vote of thanks be tendered Reynolds Bros., of Toledo, for the handsome register presented the Association.

A vote of thanks was also tendered H. A. Foss for the fotograf of the Weighing Department, and to J. F. Zahm & Co., Toledo, for the box of match safes presented.

The directors were empowered to draft a form of agreement to be made between them and each member for the payment of dues quarterly. Carried.

The convention then adjourned sine die.

THE BANQUET.

On Wednesday evening a banquet was served by the Dorcas Society, S. S. Tanner, of Minier, being toastmaster. Mr. Tanner was at his best, and had a good story or a witty speech for every turn. He told of the good work being done by the ladies of the Dorcas Society, and how they had kissed the boys and sent them off to war. One Chicago man insisted upon enlisting immediately.

The first speaker of the evening was Hon. I. M. Hamilton, who told one of Tanner's stories.

Next the toastmaster introduced the Hobson of the Association, S. H. Greeley, who proposed the toast, Here's to our sweethearts and our wives. May our sweethearts be our wives and our wives our sweethearts.

The toastmaster had an appellation for each speaker, not always apropos, but the banqueters encored each. Edw. G. Heeman was introduced as the noted Hebrew; E. H. Culver as Jeffries; S. H. Warner, as the song bird of Illinois. All joined in the chorus of Mr. Warner's "Cole Black Baby."

P. A. Stephens was introduced as the Wm. Nye of the Association, and recited, "If I Should Die Tonight," and "The Treetoad."

J. W. Radford, "the Tom Reed, the seer and sage of the Association," said: The grain man who always looks down his nose and feels blue as a whetstone is pretty sure to buy grain at a profit.

President Tyler, the last speaker, was asked to tell how one feels when greatness is suddenly thrust upon him.

Music was furnished throughout the evening by a mandolin orchestra.

CONVENTION NOTES

A good meeting. Detroit had one representative—C. A. Burks.

Indianapolis was well represented by Fred P. Rush.

The Cleveland Grain Co., was represented by Joe T. Gehring.

One hundred and twenty present at Wednesday morning session.

Mr. Turner of Turner Bros., Cumberland, Ia., attended the second day.

The only man from Buffalo—W. G. Heathfield, of Heathfield & Washburn.

The Grain Dealers Journal was represented by Charles S. Clark and H. R. Phillips.

The only railroad man who ventured in—J. W. Rhodes, T. F. A. of the Illinois Central.

W. H. Bergin presented leather bound note books to the dealers with the compliments of Southworth & Co., Toledo.

The exhibition drill of the local fire department of which Alex Montgomery is a commissioner, attracted the dealers Tuesday evening.

The St. Louis firms represented included Danl. P. Byrne & Co., by W. H. Karns; Forester Bros., by Jim Parrot; and Morton & Co., by S. Nelson.

Financial statement of the Millers National Insurance Co., Chicago, the Michigan Millers Mutual Fire Insurance Co., of Lansing, and other mutuals were given those in attendance.

Two carloader manufacturers present—C. W. Dooley and G. W. Sinclair represented.

senting C. W. Dooley & Co., Bloomington, and E. H. Reynolds, of Sterling, manufacturer of the Sterling and the Champion loaders.

It is not every day that a grain dealers association will adjourn to see a ball game, even if a prize fighter is kept on show as a make-believe umpire.

The Cincinnati firms represented were Gale Brosby, A. C. Gale; Braun & Kipp, by A. M. Braun; Henry Heile & Co., by W. R. McQuillan; Maguire & Co., by F. R. Maguire; The Van Leunen Co., by J. W. Van Leunen.

Toledo was represented by W. H. Bergin, of Southworth & Co.; E. H. Culver, Chief Grain Inspector, Jas. Hodge of the Paddock-Hodge Co.; C. Knox, Jr., of Reynolds Bros.; and F. W. Rundell of W. A. Rundell & Co.

The attendance from Decatur, as usual, was large, including T. A. Bone, C. H. Clark, Nute Davis, A. S. Dumont, W. L. Dumont, F. L. Evans, T. C. Harney, W. I. Hunt, F. M. Pratt, W. H. Suffern, B. S. Tyler, B. F. Walter.

Twenty-six Chicago men were present: Wallace Armstrong, of Mumford & Co.; F. H. Babcock, McReynolds & Co.; C. P. Cline, representing Carrington, Hannah & Co.; J. R. Dalton, of Eschenburg & Dalton; Geo. B. Dewey, Calumet Grain & Elevator Co.; H. A. Foss, Board of Trade Weighmaster; S. H. Greeley; Edw. G. Heeman, Ware & Leland; D. H. Hunt, Geo. H. Sidwell & Co.; J. F. Howard, Merrill & Lyon; C. A. Jones, Rosenbaum Bros.; Jos. J. Lippert, Henry L. Goemaun & Co.; Harry Newell, Rogers Bacon & Co.; H. M. Paynter, Milmine, Bodman & Co.; J. W. Radford, Pope & Eckhardt Co.; A. E. Schuyler, Assistant Board of Trade Weighmaster; P. A. Stephens, E. W. Wagner & Co.; B. F. Traxler, Nash-Wright Co.; S. H. Warner, Warner & Wilbur; L. B. Wilson, Ware & Leland; D. H. Winans, Hulburd, Warren & Co.; E. A. Wood, E. W. Bailey & Co.

Among the dealers present were: M. R. Allsup, Maroa; G. M. Ashmore, Lovington; A. W. Augsburg, Farmer City; J. P. Bache, Ficklin; B. Barbee, Auburn; Jas. Barker, Green Valley; Theo. P. Baxter, Taylorville; J. F. Beall, Niantic; S. E. Bearsdale, Bearsdale; J. P. Bronaugh, Auburn; Edwin Beggs, Ashland; W. F. Bullard, Bullardville; W. Callahan, Sabina; A. K. Clevinger, Bondville; F. R. Collins, Garrett; Thos. Costello, Maroa; C. F. Crow, Fairmont; J. E. Davis, Pesotum; J. Delanay, Niantic; W. W. Denton, Millersville; A. C. Durdy, Pana; V. C. Elmore, Ashland; R. Ervin, Tuscola; C. H. Faith, Warrensburg; J. A. Fallon, Ivesdale; A. J. Flatt, Leverett; J. B. Good, Forsyth; A. Graham, Illiopolis; J. M. Green, Wapello; E. S. Greenleaf, Jacksonville; Z. W. Graff, Middletown; B. Gulshen, Hersher; C. D. Greve, Garrett; V. Hawthorne, La Place; T. D. Hanson, Villa Grove; S. B. Harrisonville; D. S. Hendricks, Lake City; J. J. Herb, Emington; R. Hockaday, Oreana; E. W. Holt, Fithian; J. R. Howe, Burrowsville; J. Inkster, Hersher; Oscar Jones, Chusman; H. N. Knight, Monticello; T. C. Kearney, Ulrich; T. J. Lester, Pana; J. L. Lloyd, Springfield; T. A. McLaughlin, Pana; B. H. McFadden, Havana; H. Malone, Emery; D. W. Moore, Niantic; H. C. Mowry, Forsyth; N. A. Mansfield, Niantic; W. W. Mudge, Homer; C. B. Munday, Litchfield; A. B. Means, Archer; W. B. Newbegin, Blue Mound; H. S. Nichols, Sidorus; T. S. Paugh, Lodge; M. Richards, Hays; S. W. Smiley, West Ridge; A. B. Smith, Rosemond; A. L.

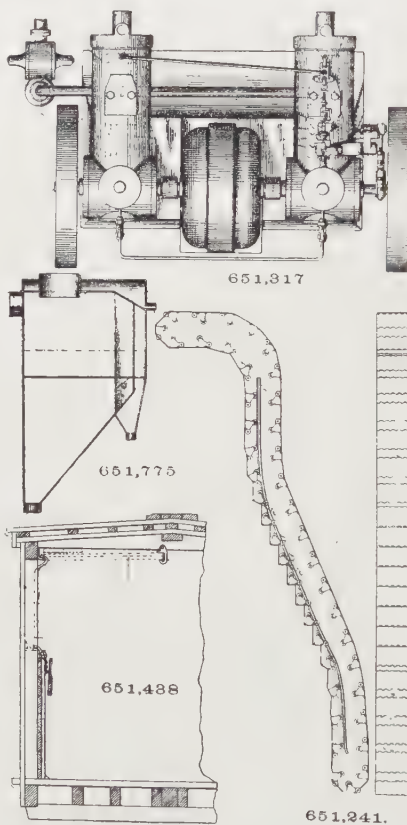
Stanfield, Edgar; Jos. Stocks, Lake City; W. S. Sturgeon, Elliott; H. C. Suttle, Kinney; C. W. Switzer, Atwater; S. S. Tanner, Minier; S. C. Taylor, Armington; I. R. Titus, Steward; A. L. Ulrich and E. R. Ulrich, Jr., Springfield; M. R. Walsh, Campus; H. T. Walton, Mayview; J. T. Walker, Mowequa; F. J. Wetzel, Paris; Pat. Whalen, Caberry; J. H. Williams, Farmer City; J. P. Wollford, Galt; S. T. Zeller, Harmon.

PATENTS GRANTED

Samuel M. Neely, of Chester, S. C., has been granted letters patent, No. 651,018, on a baling press.

Simeon D. Chelf, of Lebanon, Kan., has been granted letters patent, No. 651,234, on a car door.

William J. Harnois, of James, S. D., has been granted letters patent, No. 651,756, on a bag holder.



Beaman C. Smith, of Stoneham, Mass., has been granted letters patent, No. 651,773, on a bag holder.

Frederick W. Toedt, of Hamburg, Ia., has been granted letters patent, No. 651,216, on a gas engine.

Ephraim C. Sooy, of Kansas City, Mo., has been granted letters patent, No. 650,957, on a baling press.

Henry Crouan, of Clichy, France, has been granted letters patent, No. 651,237, on a gas or petroleum engine.

Alfred Adamson, of Lynn, Mass., has been granted letters patent, No. 651,062, on an internal combustion engine.

Herschel A. Schermerhorn, of Waterman, Ill., has been granted letters patent, No. 651,449, on a door for grain or freight cars.

Jesse D. Brown and Jacob E. Brown, of New Washington, O., have been

granted letters patent, No. 651,293, on a bale tie.

Francis O. Lister, of Altoona, Pa., and Philip L. Raymond, of Bordentown, N. J., have been granted letters patent, No. 651,080, on a car door.

James M. Dodge, of Philadelphia, Pa., has been granted letters patent, No. 651,241 (see cut), on an endless belt conveyor. The band is divided into sections so coupled that the longitudinal dimensions of the exposed surface will not be increased or diminished by change in the direction of movement, so that the conveyor can be carpeted. Alternate sections have rails on which the carriers travel and which keep the sections always horizontal whether on the inclined or horizontal run.

Edward A. Hill, of Chicago, Ill., assignor to the Chicago Grain Door Co., same place, has been granted letters patent, No. 651,438 (see cut) on a grain door for cars. Guide rods are attached to the car at each side of the door opening. Pivotaly connected with the door are shackles embracing the guide rods. The shackles and loops allow great freedom of movement on the guide rods, but the proportions are such that when the door is lowered it will be held tightly at the top against the door posts.

Carl W. Weiss, of New York, N. Y., has been granted letters patent, No. 651,317 (see cut), on an engine. One-half is assigned to August Mietz of the same place. This is a multiple cylinder explosive engine having a common crank shaft and several single engines coupled together, a single fuel feed connected to the several engines in common and means for operating the fuel feed once for each single engine during each complete rotation of the shaft. The charge at each operation of the feed is delivered to that engine in which the pressure is lowest.

Arthur W. Banister, of Boston, Mass., has been granted letters patent, No. 651,775 (see cut), on a dust collector and separator. At one side of the box is an inlet opening for the material to be separated, at the opposite side a wall of perforated metal. Between the perforated partition and the rear wall of the casing is a chamber having a hopper bottom and discharge outlet. The top opening is the air outlet from the main chamber. The casing is substantially rectangular, and its upper part is provided with a downward deflector behind which is a chamber communicating with the main casing.

Broomcorn exports for the ten months ending with May 1 were valued at \$161,000; against \$164,822 for the corresponding ten months of 1898-9.

Buckwheat amounting to 414,000 bushels was exported during the ten months ending May 1, compared with 1,500,000 bushels during the corresponding period ending May 1, 1899.

Hay exports for the ten months ending May 1, as compiled by O. P. Austin, chief of the Bureau of Statistics, amounted to 61,429 tons; against 56,328 tons for the corresponding time of 1898-9.

Chicago's changes in the rules do not affect the expiration of futures. July wheat can be delivered any day during July, as formerly. Delivery must be made on or before the last business day.

The production of rice in Asia in 1898-9, as reported by the statistician of the Department of Agriculture, was 72,386,748,000 pounds, while the production in other parts of the world was 1,687,621,000 pounds, a total of about 1,481,000,000 bushels.

THE SUPPLY TRADE

The Skillin & Richards Mfg. Co., Chicago, Ill., is sending to its friends and customers a neat catalog describing the many good features of the Burrell Gas and Gasoline Engines.

The Ideal Car Loader Co. has been incorporated at Sullivan, Ill., with a capital stock of \$6,000, to manufacture car loaders. The incorporators are, J. R. Martin, Charles D. Cole and C. H. Bradley.

We have received at this office a sample of the Hurd Patent Automatic Respirator, manufactured by the Morley Respirator Co., Saginaw, Mich. All who are interested can examine same by calling.

The Robert Aitchison Perforated Metal Co., Chicago, write: On Monday of this week we received in our first mail, orders from Vermont, Utah, Minnesota

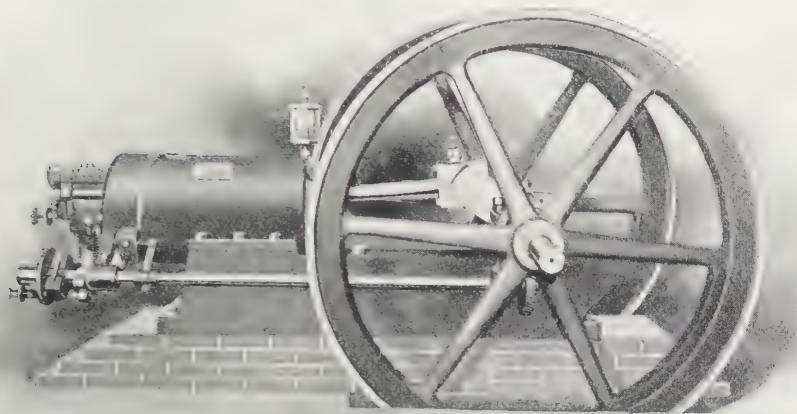
and Louisiana. This clearly demonstrates that the company is well known from one end of the country to the other.

tures a full line of mill machinery and makes a specialty of furnishing machinery equipments for grain elevators.

Fiscal year of ours expired with last month. Again we are under great obligations to our many friends. Last summer the Dayton elevator fire here, in which we had 615,000 bushels of the 704,000 two red, scorched us a little. We did not join the sons of discontent. We sharpened our dull wits, cut out our noonday meal, violated the eight hour law, and finally came in on the home stretch with a small balance upon the right side. As usual, we did not forget the clerks in our annual distribution. Providence has favored us every year since 1885.—C. A. King & Co., Toledo.

THE NEW WITTE GAS AND GASOLINE ENGINE.

The horizontal gas and gasoline engines now being made by the Witte Iron



The Witte Gas and Gasoline Engine.

and Louisiana. This clearly demonstrates that the company is well known from one end of the country to the other.

The Joseph Dixon Crucible Co., Jersey City, N. J., has recently issued a handsome card illustrating several eighteen-story steel structures upon which Dixon's Silica-Graphite Paint has been used. The well known durability of this paint has led to its use upon many elevators, especially those of steel construction or those covered with corrugated iron. The card will be sent for the asking.

The Dickey Mfg. Co., Racine, Wis., has purchased the horse power and corn sheller department of the E. H. Pease Mfg. Co., C. H. Adams, assignee, Racine. The Dickey company is now moving the stock patterns, etc., to its factory and will manufacture this line in connection with its grain handling machinery. W. G. Adams, who was president of the Pease company, has gone with the Dickey company.

Since the removal of the Strong & Northway Mfg. Co., Minneapolis, Minn., to its new quarters, 251 to 253 3rd Ave. So., it has added new machinery and re-equipped its entire plant, nearly doubling its facilities for carrying on the business. Electricity will be the motive power used to drive the machinery in place of shafting, pulleys, belts. This firm manufac-

Works Co., of Kansas City, Mo., in its new factory at 5th and Penn Streets, is the result of many years' experience in this line. As will be seen it is of the horizontal type, with two fly wheels, built very similar to the well known center crank steam engines. All the gears, valves, etc., are at the cylinder head end where they are most accessible.

A novel feature and an advantage which will readily be appreciated is that the machine is built in parts, so that it may be taken apart, any defective piece removed and replaced by a duplicate ordered from the factory by number.

The company claims, and we believe the statement is entitled to consideration, that it makes nothing but gas and gasoline engines, and feels that making them for the trade in large quantities, with nothing else to detract from its efforts, it is able to give the best possible service for the least possible money.

The machine is well finished, and is guaranteed for five years from date of sale. It has all the improvements known to the gas engine trade, and conforms to all insurance rules and state laws with regard to the handling of fuel, etc.

It will cost our readers but 2 cents to learn all about it. Write the makers.

GRAIN CARRIERS.

A shortage of ocean vessels arriving at Montreal is being experienced.

Vessel charters were made at Chicago June 13 for 2,500,000 bushels, mostly corn, on the basis of 2 cents to Lake Erie.

A cut of five cents has been made on grain rates from Chicago to New York. The railroads have their yards full of empty cars.

Grading has begun on the Cincinnati, Richmond & Muncie. By Jan. 1 the road is to be completed from Cottage Grove to Richmond, Ind.

The Southern Iowa Railroad, a branch of the Northwestern, is being built from Lost Creek Junction. The line is to be 21 miles long.

The extension of the Chicago, Burlington & Quincy from Alliance, Neb., to Guernsey, Wyo., 128 miles, was opened for traffic June 11.

Manipulation of thru billing by the large Chicago shippers is less profitable under the new rule requiring full payment in advance.

Harvest hands are carried by the five leading railroads of Kansas at one-half and one-third fare, where two or three travel on one ticket.

The new rule of the railroads requiring shippers to pay full local rates on grain billed thru but held at Chicago has been extended to the lake lines.

Shipments of grain, flour and provisions from Chicago by rail eastbound for the week ending June 16 aggregated 62,895 tons, against 61,372 tons for the preceding week and 60,241 a year ago.

The Minnesota Railroad Commission will oppose the sale of the St. Paul & Duluth Railroad to the Northern Pacific, on the ground that it is a violation of the law against consolidation of competing lines.

The dangers of navigating the St. Lawrence outlet of the Canadian ports is ably set forth in a recent letter from the St. Johns correspondent of the Cleveland Plaindealer. The favorite route of the Canadian ocean steamers thru Belle Isle strait is closed by ice until July 15.

Under the new rule, effective July 15, the western roads will collect within 15 days full local rates on all grain temporarily stored at Chicago; and after the grain has been shipped to the original eastern destination the western roads will refund to the shippers the difference between the local rates to Chicago and the proportions of the regular thru rates, when such rates should apply.

The Canada Atlantic Railway, which carried 13,000,000 bushels of western grain last season, operates under two disadvantages, as compared with the New York Central and the Pennsylvania Railroads. Coal costs the Canadian line \$3.80 per ton, against \$1.20 for those using the American. Freight from the Canadian ports are higher on account of very high rates of marine insurance. Pressure is being applied to the Dominion Government to have the import duty on coal removed, and for the payment by the Government of the excess marine insurance. The additional tax required under this arrangement would be so small as not to be felt by the Canadian people and would enable the railroads to make a low rate that would greatly benefit the farmers of the United States whose crops are marketed thru the great lakes.

OUTING OF NORTHERN IOWA DEALERS.

The annual outing of the Northern Iowa Grain Dealers Association which was held at Clear Lake June 21 and 22 was one of the most enjoyable gatherings the members have experienced.

At 11 o'clock on the morning of the second day President Ellickson called the dealers to order under an old basewood tree.

Secretary Livermore read the minutes of the last meeting which were approved.

The margins on which dealers can afford to buy grain was discussed and although various margins were suggested, most of those present seemed to favor 3 cents on wheat; 3 cents on barley, not less than 50 pounds to the bushel; 2 cents on corn; 1½ cents on oats, 33 pounds to the bushel; 5 cents on flax and 25 cents on timothy per 100 pounds.

G. A. Wells, secretary of the Iowa Grain Dealers Association, told of the aims and work of his association and impressed the dealers with the advantages of meeting together and getting acquainted with their brother dealers. He informed them that he intended to give more attention to the trials and difficulties of the country dealers and assured them that the association had the best wishes of Chicago receivers who would give it every assistance.

As a result of his talk 25 dealers applied for membership.

Adjourned for dinner.

AFTERNOON SESSION.

As soon as the dealers had reconvened, J. R. Dalton of Chicago moved the reelection of the old officers and his motion was carried unanimously. Accordingly the following officers will serve another year: President, John Ellickson, Thompson; 1st vice-president, Chas. Rippe, Forest City; 2nd vice-president, S. J. Clausen, Clear Lake; 3rd vice-president, J. R. Dalton, Chicago; secretary, F. S. Livermore, Thompson.

Henry Rippe of Fairmount, Minn., was elected 4th vice-president.

Two places were suggested for the 1900 meeting and a vote resulted in 23 for Clear Lake and 17 for Silver Lake, hence the next outing will be held in the same place.

The meeting then adjourned.

The rivalry between the friends of Clear Lake and Silver Lake was continued, nine fans from each being selected to fight it out on the baseball diamond, J. R. Dalton of Chicago and S. J. Clausen of Clear Lake acting as captains. The game resulted in 12 to 5 favor of Silver Lake.

A Marshalltown band furnished music while the coons selected partners and competed for prizes in the cake walk. Dalton & Landers and Ray & Ingold carried off everything in sight.

Next was a foot race, skinny men being barred by the 160 pound limit. A. J. Zingre was first, Mr. Ellickson second.

CONVENTION NOTES.

Bait was in demand.

Bull buttons were at a premium.

P. M. Ingold represented Brooks-Griffiths Co. of Minneapolis.

The Grain Dealers Journal was represented by H. R. Phillips.

The only railroad man who had temerity enough to venture on the outing was Fred. W. Barnes, traveling freight agent for the C. M. & St. P.

The Milwaukee firms represented were: L. Bartlett & Son, by Mr. Ellsworth; Robert Eliot & Co., by F. E. De Celle; Mohr-Holstein Commission Co., by J. B. Meigs.

A collision occurred as the dealers were crossing the lake on lucky Friday. They did not have their mascot with them, hence the result was, no one maimed, 16 souls saved.

The Chicago firms represented were: Eschenberg & Dalton, by J. R. Dalton; Gerstenberg & Co., by F. Landers; W. R. Mumford & Co., by F. Faulkner; Rosenbaum Bros., by H. H. Ray; Ware & Leland, by I. M. Hutches.

S. J. Clausen and W. B. Hatch outclassed all others as fisherman with a strong pull. The former's largest fish was 1-16, the latter 1-47 inch in length. Each had left his scales at home, the fish had none, so no reliable estimate could be made of their weight.

Among the grain dealers present were: P. A. Axen, Galt; Geo. Beck, Miller; W. L. Burr, Titonka; M. F. Callanan, Thornton; S. J. Clausen, Clear Lake; M. J. Collins, Mason City; Mat Crawford, Harfield; P. A. Cummings, Rock Valley; J. F. Dunbar, Leland; E. Ellinkson, Kensett; A. F. Trebel, Titonka; L. W. Ginery, Hampton; P. M. Ingold, Spencer; G. A. Isaacs, Forest City; Aug. Law, Klemme; M. W. Lee, Mason City; K. K. Liquin, Dysart; W. R. Livermore, Thompson; O. Michaelson, Leland; W. J. Neil, Forest City; Emory Reed, Garner; Phil. S. Reed, Mason City; Chas. Rippe, Forest City; H. Rippe, Fairmont; Jas. A. Sullivan, Mason City; Thomas Bros., Sheffield; T. L. Thompson, Whittemore; J. T. Winn, Sumner; A. J. Zingre, Mason City.

BOOKS RECEIVED.

WHEAT AND HOW TO HANDLE IT, is the title of a small booklet recently issued by The Mutual Warehouse Co., Portland, Ore. It explains how grain is handled by the company and what advantages it has to offer to its customers at Montgomery Dock No. 2, which is a public warehouse.

WEIGHING GRAIN is the title of a book recently published by its author, Fred. P. Miller, of Chetopa, Kan. It shows how, by the use of Miller's Scales, that grain can be weighed in car lots without the use of hopper or platform scales. Miller's scales consist of a grain tester, grain trier, a tape line, a measuring stick for depth and his book on weighing grain. The method is as follows: First find the number of cubic inches of grain in the car; then by the use of the tester and trier find the test weight of the grain; then by referring to the book find the number that corresponds to the test number and use it as a divisor on the number of cubic inches of grain in car; the dividend will show the number of bushels and pounds of grain in car. Many comparisons are made, showing both Miller's and consigner's weights, the gain, loss and average shortage on each car compared with Miller's weights. The book also contains miscellaneous tables for ascertaining the number of bushels of small grain and ear corn in wagon beds, granaries, cribs, etc. This book is based on thirty years' experience in loading and shipping grain in car lots. Mr. Miller claims to have had less trouble with shortages when the amount of grain was computed by his system. Copies of the book can be had by addressing Mr. Miller. Price, \$1.50.

RELATIONS OF RECEIVER AND SHIPPER.

(From a paper by Fred Mayer, Toledo, before Ohio Grain Dealers Association.)

The relations between the commission man and receiver and the country shipper are, of necessity, most friendly, although occasionally unpleasantness arise. Both are almost entirely dependent on the other, although at times they have dealings with millers, but the percentage of such business is small. The men engaged in the commission and interior shipping business are among the best. They are bright, ambitious and upright. Of course you will find some that "need watching," but if we all did more watching we might be better off financially.

Some country shippers place too much confidence in certain commission men, and commission men do the same thing with certain country shippers. Quite frequently this confidence costs one or the other money. Of course there are times when it is necessary to trust the person you are dealing with, but I believe it a wise plan for every dealer when shipping, to bill grain to his order and make drafts, attaching bill of lading properly endorsed.

I remember a case our firm had a few years ago. We had been shipping wheat to a certain miller for many years, billing same direct, sending invoice and allowing him to remit. We received an order one day for three cars of wheat. We shipped it the same as usual. Their remittance did not come promptly, but we thought nothing of that. About ten days elapsed and instead of a remittance we received notice that they had busted, and our three cars of wheat had been made into flour and "gone broke" with everything else. We never received a cent for the three cars of wheat.

Now I am not trying to run down the millers. Far from that. But am merely telling you this to show that it does not always pay to have too much confidence. Since this occurred our firm makes it a rule to bill all shipments to its order.

Country shippers and commission men are entitled to a fair compensation for their work, but competition is very keen now-a-days, very often grain is handled for nothing, and sometimes at a loss. There may be one or two dealers at one station. Also a scoop-shovel man. A fight begins. They all pay more for grain than the market affords and naturally lose money, as well as temper. Commission men and elevator men in the different markets bid country shippers every day. They also get to fighting and pay more than they ought, and who gets the benefit? The farmer; and he does not appreciate it one bit. Of course it makes us all feel bad to see business getting away, because one does not pay as much as his neighbor, but really I believe it is better to do no business at all, than to do business at a loss.

We all have an idea that we will lose our customers if we don't keep in the "swim," but I don't believe this is true. It is perfectly natural for the farmer and country shipper to sell where he can do the best, but just so soon as all country shippers and dealers in the different markets are bidding about the same price, said farmers and dealers will usually trade with the house that has been treating them the best. So my idea is to quit fighting and let the smart fellows, who want to do a big business for nothing, have things their own way for a while. The more goods they handle on that basis the bigger their losses, and the sooner they will come to their senses.

Commission men and country shippers should watch the quality of grain very closely. Some do not. The first class commission houses employ men who do nothing but look after grain, inspecting same after the regular inspector has graded it. Inspectors are liable to make mistakes, just as we all do, this trackman (as he is called) can appeal to the chief inspector, or order the car held out, and have the inspection committee called, and sometimes the grading is changed.

Country shippers should inspect the farmer's wheat very closely, and be certain that their men are doing so, because wheat in bags may not be uniform, even though it has been raised on the same farm. While commission men frequently work nights, they seldom buy or sell wheat after dark, and the interior shipper should do the same. He ought not to take in any wheat by lamplight or moonlight, because he may be paying wheat prices for rye.

There are reliable and trustworthy men in every branch of business and when a shipper loses a few cars of grain by shipping to some snide commission man, because he is bid 1 to 2 cents more for grain than the goods are worth, he is not entitled to much sympathy. Country shippers know the market value of their goods, and when someone baits them that way they should figure what their net is going to be.

The interests of the commission man and country shipper are identical. The more the commission man can do, the better it pleases both.

Commission men are not infallible, and cannot always guess the market. They may sell their consigned grain early and hit the top, and they may hit the bottom as they cannot predicate the future, even ten minutes in advance, but when a commission man errs in his judgment, too often, it is time for the shipper to change. As long as your commission man treats you right stick to him and he will stick to you. There are panics and things which are liable to arise and you may need him. Country shippers ought not to think that their commission man is getting rich on every car of wheat he handles, because that is impossible. His compensation is only 1-2c per bushel to start with.

Strictly commission men are those who have no interests in elevators and they are indispensable to you, especially during a poor crop year when there is so much off-grade grain. The commission man submits the samples to all the buyers and gets the top prices, whereas the elevator men might think they are allowing all the grain is worth and yet be several cents below what some other buyer might value it.

Country shippers (and commission men too) ought to visit one another more than they do. I believe that it is a good idea for grain shippers to go to the different markets occasionally, and get acquainted with the people with whom they are doing business. See what they look like and how they act, then you can tell whom you are dealing with; and a great many things will look entirely different to you. If country shippers and commission men will watch their business closely and do business on business principles their relations ought to be long, pleasant and profitable.

BOARD OF TRADE WEIGHTS.

(From an address by H. A. Foss, Chicago Board of Trade Weighmaster, before Illinois Grain Dealers Association.)

As the subject assigned me is Chicago Board of Trade Weights, I will endeavor as nearly as possible, to give you an idea of the way we look after the weighing of grain in Chicago. The system is substantially as follows: When a car to be weighed is brought to an elevator, it is examined for leaks, placed at boot for unloading and elevated to a hopper scale. Wherever scales will allow, car loads are weighed at one draft, the capacity of the majority of scales in Chicago ranging from 600 to 1,400 bushels. In the majority of elevators there are garners situated over the scales to receive the grain before it is admitted to scales. These garners are great conveniences as it is possible, where weighing is done at more than one draft, to elevate the balance of a car while weighing the first draft.

Weights are taken by two men, (one being my deputy,) entered without calling and afterwards compared. Many of the scales are equipped with patent (not automatic) registering devices, which are also used, thus making a third record of the weight. Where weighing is done on track scales, it is similar to that done in the elevator, except that the car is weighed both before and after unloading, as the marked tare is not reliable, sometimes varying 2,000 from actual weight. These weights are mailed to the office each evening and certificates issued on them the following day. They are made out by authorized clerks whose initials appear under the name of the Board of Trade Weighmaster. When this is done, they are checked over to see that they agree with the deputy's report before they are allowed to go out. These reports are all figured over by a clerk in the office and verified before filing. Each certificate bears the name of our deputy who weighed or supervised the weighing.

For sometime past the necessity of more careful attention to scales has become evident and in order to relieve ourselves of this anxiety, I have employed a scaleman, who is very expert in all branches of the scale trade. His work is to make frequent tests at all elevators where we supervise the weighing, also to make immediate tests when necessary. He is furnished with 10 tons of test-weights, two sets of fine scales for sealing these and counterpoise weights. The counterpoise weight scale is made up so that he carries it with him and makes tests whenever we see fit. This outfit of weights and scales is the property of my department.

I have in my department all experienced men, who understand everything pertaining to the weighing of grain and are moved from one house to another as the business needs or occasion demands. We have daily communication with these men. In addition to this we have a force (of whom I am one) who make the rounds of the different elevators each day, visiting the deputies and looking after the cars and condition of scales. They also visit railroad yards, some of which are situated in remote parts of the city, to see that they are properly watched. Where we find yards in neglected condition, we take it up with the railroad companies and insist on a watchman. This is essential as some yards are situated in out of the way places and cars remain there for days at a time.

We have made a great many trips both east and west to locate and prevent discrepancies. On our western trips, we generally test scales, weigh

a few cars, seal them with our own private seals, meet them here in the inspection yards, re-seal them after inspection, examine seals and condition of cars upon arrival at elevators or point of unloading to see if they have been tampered with. In this way we can generally locate the cause of the trouble and prevent continued shortages. The expense of these trips for 1899 amounted to over \$1,000.

A thing that might be of interest for you to know is the extent of our business for 1899. During the year we weighed 380,454 cars, an average of over 1,260 cars per day, 76,888 bags of seed and 73,124,524 bushels of grain to and from boats. We filed only 1,748 shortage complaints, located cause for 200 of these at Chicago besides adjusting about 250 more, and satisfactory arrangements were made with country shippers. The causes for the major portion were leaks, mistakes, poor facilities for weighing and incorrect scales at points other than Chicago. Since I took charge fees have been reduced at 12 places and seed weighing from 2 cents to 1½ cents per sack, excepting on small lots.

The most important thing, and of the greatest benefit to country shippers, has been the discontinuance by the railroads terminating at Chicago of allowing aftersweeping in their yards, thereby enabling us to know whether sweeping is properly done by the elevators when grain is unloaded. This has been accomplished through the good will of our friends, the incessant work and constant watch we have kept of the abuse by the aftersweeper during the past two years. Commencing with 1900 we can say to the country trade that there is absolutely no aftersweeping permitted by any railroad in the elevator yards. This, in my opinion, was one of the principal causes for the reduction of shortage complaints during the year 1899 and will be a decided help in the future to us.

I have inaugurated a set of rules to be followed by my deputies in their daily duties.

I will not endeavor to instruct any of you gentlemen how to run or equip a country elevator as in all probability, you know more about it than I. I do know one thing, however, that if all country elevators were properly provided with scales for weighing the exact amount run into a car, there would be fewer complaints of shortages and the causes for them would be more definitely located and sooner remedied. The country shipper, who kicks at Chicago weights and enters a complaint for shortage when he is not sure of his own weights being correct, should realize that he is robbing us of golden hours for which no reward can ever return and which should be spent in serving him to better advantage.

We should all have some feeling for the other fellow, in other words, think of someone besides yourself. This can be done well and thoroughly and still allow no one to crowd you out of line. The honesty of the Chicago elevator owner and operator compares very favorably with the average man. There are lots of men operating elevators in Chicago who are as good and square as any on God's footstool. There are some, however, whose souls are infinitely small. What we want for Chicago elevator men, and I might add, country shippers, are men who are willing to work occasionally to help relieve another's sorrows and double another's joys.

The United States Government has shipped about 1,500 car loads of white beans to Porto Rico during the last twelve months.

The present census will give special attention to farmers and farming. For each farm there will be reported the number of acres, the value of the farm, buildings and other permanent improvements, machinery and the amount paid for irrigation, fertilizers and farm labor.

Judge Fiske of the North Dakota Supreme Court has decided unconstitutional the new elevator tax law under which all grain found in elevators April 1 was taxed regardless of ownership. The law gave the companies a lien on grain on which they paid taxes for others.

The Railway and Engineering Review of June 16 is one of the finest special editions ever published by any railway paper. It is issued in honor of the Master Mechanics and Master Car Builders Convention at Saratoga, and contains photographs of the several hundred members of these organizations.

The American corn kitchen at the Paris Exposition is serving 400 to 700 persons daily with free corn dishes. American manufacturers have donated the corn-meal, corn flour, hominy, hulled corn and grits. The leading Paris journals take the position that the French should adopt this food and raise their own corn.

TROUBLES OF GRAIN SHIPPERS.

(From a paper read by J. R. Dalton, Chicago, at annual meeting of Illinois Grain Dealers Association.)

Men who are interested in the same line of business can and do accomplish a great deal of good, by combining and coming together.

There are a number of things which grain shippers are entitled to, but which they do not receive. The rates you pay to railroads, on grain and seed shipments are high, and you are entitled to a great deal of respect and consideration from the carriers of your purchases. At every town in the Northwest there is a stock yard kept up in good repair, for the use of stock shippers; shippers of this kind are given fast runs and everything is done for their comfort and convenience. With each car of stock, transportation is given to party in charge. Do you get transportation from your town to the adjoining one? No, you do not, and you do not want such favors, if they will treat you right otherwise.

When there is any stock to go forward, the freight agents of the different roads are aware of it, and before it is ready to go, they drive to or with the farmers or feeders for days at a time, spending their time and money like princes, to secure the shipments. This expense is not incurred getting your business.

To you, much heavier shippers, they pay little or no attention. You furnish the railroads with storage room until they can or will furnish you with cars to carry your grain to the market. I claim that if the grain shippers of Illinois and adjoining states were strongly combined, the railroads would be obliged to pay you so much per bushel for all grain handled through your elevators, or furnish storage capacity themselves.

Another thing you should receive is a clean bill of lading; if you weigh and load 1,500 bushels of oats into a car, they should receipt to you for just that much and if there is a shortage in transit or at destination, it is their lookout. When a grocer consigns 6 boxes of soap, they give him a receipt for that many, and if only 5 are delivered, they must either find the sixth or pay for it. If they will not accept your affidavit as to what your car contains, let them put in track scales and instruct their agents first to weigh empty cars and afterwards weigh when loaded.

Our Inspection Department should be taken out of politics. At present the Chief Inspector is appointed by the Governor, and the former appoints his deputies. You can readily see what a nice place it is to help pay off political debts. Each change of Governors gives us nearly a complete change in Inspectors. This is not right. The department should be under the jurisdiction and supervision of the Board of Trade and Civil Service should emphatically govern. Shippers in Illinois could use persuasion before election to remedy this.

It would pay every grain man in this state to become a member of this organization, if only to help attain the objects I have mentioned. I would suggest that all grain traveling men act as solicitors for this organization with the object of securing all the members possible.

Shippers have one other great trouble to contend with, and that is the man who has not a dollar invested, but who occasionally buys a lot of stuff and loads into cars. Also the farmer who ships his own grain. You would all like to have this sort of competition wiped out, and I do not blame you. I deem it our duty and the duty of all strictly commission men to help stamp out this evil.

It is only a few years ago that the grain shipping business was a comparatively profitable one. A great many of you will remember this. Now elevators are for sale anywhere. At present a shipper having but one station can hardly make a living; you will all agree with me in this statement. You will also agree with me that there is something wrong. In my opinion the sooner you grain men as a body, stop selling your stuff on track, the sooner present conditions will be bettered. You are all buying your stuff too close. A great deal of it is bought without any margin whatever.

When you receive your mail in the morning the first thing you look at is the track bids and on them you base your bids during the day. If you continue to sell on track you will ultimately do away with the commission men, who are your true friends, and who wish you to be successful in every way. It is to their interest to have you make money and be prosperous in your business.

While the commission men remain in trade the track buyers can not abuse you very much; you always have the former to fall back on. Contemplate for a moment the conditions with the former out of business, and then contemplate what fine markets we would have if the people who are at present buying on track were forced to make their purchases on the Chicago and other Boards of Trade. They would be jumping over each other raising their bids. Then good word and attention at the other end would be repaid and appreciated.

Notwithstanding the dozens of bids received by shippers daily, I have some who still adhere to the old method of consigning, and I want to say that these men are among the biggest money makers in the business.

GRAIN TRADE NEWS.

CANADA.

John Martin is reconstructing the foundation of his grain elevator at Hintonburgh, Can.

The Wolseley Board of Trade is endeavoring to secure better elevator facilities at Wolseley, Man.

The Montreal Corn Exchange declines to allow grain to be handled thru Montreal elevators on Toronto inspection certificates.

Two large grain elevators at Killarney, Man., were burned June 16. Loss, \$30,000. The houses were operated by Deyell & Co., and Bready, Love & Tryon.

Fire at Hargrave, Man., June 7, destroyed the elevator of E. A. Holmes and the plant of the Northern Elevator Co. The former contained 10,000 bushels of wheat, partially insured.

R. R. Dobell has bot the Canadian Pacific Railway Elevator at Quebec with a view to shipping grain thru that port. The grain is to be delivered by the Canada Atlantic to the Canadian Pacific at St. Polycarpe for shipment to Quebec.

General Manager Chamberlin of the Canada Atlantic Railway states that his company is willing to expend \$500,000 in the construction of a grain elevator at Montreal. The harbor commissioners have been asked to furnish a site.

The objections of the railways to providing separate bins for western grain and inspecting at Toronto without reinspection at Montreal were answered recently by the grain section of the Toronto Board of Trade. In the request now made the Ontario shippers ask that which is found to work quite satisfactorily where grain is consigned to St. John, New York or Boston. The shippers in Ontario feel that they are entitled to the same consideration in the keeping of Ontario grain separate as has been accorded to Manitoba interests in the inspection of the mixing of their grain with that of any other section. It is earnestly hoped that the railways will grant what is considered right and reasonable as a matter of good business without appeal to parliament.

The Manitoba department of agriculture has issued its first bulletin of the season. The acreage of wheat is 1,806,000; oats, 572,000; barley, 178,525; and flax, 20,457. The wheat area has increased nearly 200,000 acres compared with 1899. A considerable portion of the wheat area has been practically destroyed by high winds, insects and drouth since the report was published, June 10. Owing to the fine weather in April farmers were enabled to put in crops early. The land was in fine order and the work well done. During April and the first two weeks in May, although no rain fell, there was a fair growth of plants. The continued dry weather in May checked the growth. At the present time many fields that in an average moist season would be a foot high and covering the ground, present a dwarfed appearance, some reports indicate that wheat sown first week in April, now in the ground over two months, tho only six inches high, is in the short blade. It is certainly a trying period. The continued greenness of crops during the sea-

son of drouth, which has surprised many, is no doubt due to the finely pulverized surfaces of the soil.

CHICAGO.

Board of Trade memberships are selling at \$2,300. Few are changing hands.

The Chicago brewers, it is said, are planning to dry and sell their own grains.

Finley D. Brown, for more than a third of a century a member of the Board of Trade, died of apoplexy, June 9.

The present directory of the Chicago Board of Trade is said to be doing more actual work in a week than former boards have done in three months.

Charles G. Lichtenberger, Jr., of Howard, Bartels & Co., publishers of the Daily Trade Bulletin, has been appointed west side park commissioner.

The case against Adolph L. Ruth, secretary of McLain Bros., charged with bucket-shopping, has been dismissed by the directors of the Board of Trade, without prejudice.

Peavey's South Chicago elevator loaded 200,000 bushels of corn into the steamer Robert Fulton, June 20, in ten hours. Between 8 o'clock and noon 140,000 bushels were put on board.

Hermann Kurth, president and treasurer of the Chicago Cereal Co., has been indicted by the grand jury on the charge of embezzling \$1,400. Kurth is now under arrest at Omaha, Neb.

The Hancock-Goemann Co., has been incorporated to deal in grain and farm products. Capital stock, \$5,000; incorporators, Henry L. Goemann, Joseph J. Lippert and William S. Thompson.

The leading cash grain dealers have petitioned the directors of the Board of Trade for new rules to permit and facilitate contracts between members for the sale of specified grades in lots of 1,000 and 5,000 bushels.

The trimming of the grain cargoes of the steamer Trevor and barge 129 of the Bessemer Steamship Co. recently, by the crews is unfavorably commented on by vessel men and underwriters as well as the grain trimmers union.

Benjamin F. Jenkins has brought suit for \$100,000 damages against James A. Quinn and others for abduction. He was kidnapped that he might not testify against former Chief Grain Inspector Andrews, accused of embezzlement.

James R. Dalton will be married June 28 to Miss McCabe, of Chicago. The groom is well and favorably known to the grain trade, being a member of the firm Eschenburg & Dalton, grain commission merchants. The couple will go on a tour of the Lakes, afterwards they will make their home at Chicago.

The accountants employed by the committee which is investigating the office and methods of the state grain registrar are busy with a great deal of detail work in checking up the books. After completing their examination of the books and the elevators the committee will take oral testimony. Nothing will be made public until the report has been submitted to Governor Tanner.

While the steamer Black Rock was being loaded recently at South Chicago for shipment to Lake Erie the inspectors discovered that some of the corn which was pouring into the hold was below grade. The work was stopped. A careful examination of the cargo disclosed the fact that much of it was poor stuff, and a considerable portion was returned into the elevator and replaced with other grain.

The Board of Trade on June 22 ejected the ten employes of the Western Union and the Postal Telegraph Companies, and installed its own men to issue the market quotations. Some of the new men had difficulty in handling the figures with the desired celerity and were replaced with the operators formerly employed by the companies, but who will henceforth be paid by the Board of Trade. President Warren's action came as a severe shock to the telegraph companies.

The directors of the Board of Trade have prepared a contract under which the telegraph companies will be permitted to distribute market quotations collected by the Board's own employes. The Board reserves to itself the privilege of determining who shall receive the quotations from the telegraph companies. Wires running to bucket shops will be cut and the Board will give bond to the companies to guarantee them against loss resulting from such summary action. The companies will be required to furnish the Board bi-monthly with a complete list of every person receiving the continuous quotations.

The Illinois Supreme Court decided June 21 that A. V. Booth must pay the fine of \$100 for trading in puts and calls. This was a test case, and the trade has been looking for the decision with interest. The Illinois law against options is upheld. The court said: The practice of gambling on the market prices of grain and other commodities is universally recognized as a pernicious evil. The evil does not consist in contracts for the purchase or sale of grain to be delivered in the future in which the delivery and acceptance of the grain so contracted for is bona fide, but in contracts by which the parties intend to secure, not the article contracted for, but the right or privilege of receiving the difference between the contract price and the market price of an article. The object to be accomplished by the legislation under consideration is the suppression of contracts of the latter character, which are in truth mere wagers as to the future market prices.

The Board of Trade has gained a sweeping victory in the case of the Christie Street Commission Co., of Kansas City, an alleged bucket shop. Judge Tuley has enjoined the Western Union Telegraph Co. from serving the Kansas City concern with market quotations. The evidence shows, said Judge Tuley, that the Christie-Street Commission Company never purchased or sold a bushel of grain, although it made trades amounting to 157,000,000 bushels in a year. The evidence shows that bucket shopping or gambling in prices on the Chicago Board of Trade of grain and other products was the main business of complainant so far as the dealing in said grain and other products was concerned. The printed contract was a mere pretense; it was one of the instruments used in carrying on the gambling, the quotation being used, as dice are used, to determine the result of a bet. The assertion in the contract that it would accept business only on the agreement that the property was to be

delivered or received, as the case might be, and that it would not accept business under any other conditions, was a pretense of virtue calculated to arouse suspicion in itself.

ILLINOIS.

E. S. Greenleaf will improve his elevator at Alexandria, Ill.

W. P. Barnes has purchased at auction the elevator at Amboy, Ill.

E. S. Greenleaf, Jacksonville, Ill., June 13: Wheat is half a crop.

Ricketts Bros., of Champaign, have bot Besier's elevator at Vermillion, Ill.

Allen B. Smith of Rosemond, Ill., will improve and enlarge his elevator.

O. L. Parker of Hayes, Ill., will install a 20-h. p. steam plant in his elevator.

O. M. Kelley, of Dana, Ill., has begun the construction of his new elevator.

Frank Supple has leased for five years the Root Elevator at Bloomington, Ill.

W. Callahan, Sabine, Ill., June 13: Corn weedy, too much rain. Oats very rank.

A hopper scale is to be placed in the elevator of Barr & Henn at Redmon, Ill.

E. R. Ulrich & Sons are building a cob kiln at Lanesville, Ill., at a cost of \$500.

The Pfeffer Milling Co.'s new elevator at Lebanon, Ill., is to be completed by July 10.

A. M. Thrift has built an elevator at Emery, Ill., using the Union Iron Works machinery.

A scoop man at West Ridge, Ill., is making trouble for the regular dealers of that district.

Fire in the elevator on the I. D. & W. east of Decatur, Ill., recently caused slight damage.

A gasoline engine of 5 h. p. is being placed in the elevator of J. H. Esaley, at Rushville, Ill.

G. M. Simpson, of Woodford, Ill., is overhauling his elevator and installing a Constant Feeder.

Mansfield & Delaney, Niantic, Ill., June 13: Not much wheat in Macon County. Oats and corn fine.

The Turner-Hudnut Co. has placed a new gasoline engine in its grain elevator at Green Valley, Ill.

Loveless & Dixon have purchased the flour mill at Bement, Ill., and will convert it into an elevator.

John Bandelman has succeeded H. M. Maltbie as manager of the Neola Elevator Co.'s plant at Hinckley, Ill.

The village board of East Peoria, Ill., is agitating the matter of building a grain elevator by popular subscription.

Wetzel Bros., Paris, Ill., will build two large oats bins of 5,000 bushels capacity each, in time for the new crop.

Carlisle & Dooley, of Downs, Ill., are improving their elevator and placing two of the Constant Grain Feeders.

Joseph Ulrey, La Place, Ill., has sold his elevator to Albert Hiser of the same place who will take possession July 1.

C. H. Faith, Warrensburg, Ill., June 13: Corn and oats acreage average, condition good. Wheat acreage small, damaged by fly.

Contracts have been let for the construction of the large steel grain storage tanks for the glucose factory at Waukegan, Ill.

Puett & Williams sold their elevator at Cissna Park, Ill., to A. M. Songer & Co., and not to S. M. Rose as previously reported.

A. Graham, Illiopolis, Ill., June 13: Half the acreage sown to wheat has been

plowed up. Corn and oats are in good condition.

Phillips Bros., of Milmine, Ill., have enlarged their elevator from 10,000 to 25,000 bushels capacity, and will put in new machinery.

Carrington, Hannah & Co. have built an elevator at Goodrich, Ill., and are building an addition to their elevator at Union Hill.

All the elevators on the Illinois Central between Gilman and Savoy are to be moved back 15 feet to make room for an additional track.

E. F. Norton, Tallula, Ill., June 12: Corn crop fine, prospects 100 per cent; oats the same, and wheat one-half crop on small acreage.

Costello & Crocker are building a 60,000-bushel oat house at Argenta, Ill., to be run by steam power, in connection with their elevator.

The Turner-Hudnut Co. has made some repairs to the elevator recently bot at Groveland, Ill., and has placed William Freidinger in charge.

A. L. Stanfield, Edgar, Ill., June 13: Oats and corn acreage about the same as usual. Condition below last year. Oats rank and corn weedy.

The Elevator Milling Co., Springfield, Ill., has turned half of its capacity into a 500-barrel corn mill, the prospect for grinding wheat being very poor.

The Middle Division Elevator Co. and the Crescent Grain Co. lost their offices in the big fire at Bloomington, Ill., June 19. No elevators were burned.

The new dealer at Gardner, Ill., seems to be possessed with the idea that he is entitled to all the grain. Overbidding has been known to attract a sheriff.

Keiser, Holmes & Co. are rebuilding their elevator at Gibson City, Ill. The capacity will be increased to 40,000 bushels, and new machinery will be installed.

Beggs & Harris will erect a 12,000-bushel elevator at Philadelphia, Ill. The Union Iron Works will supply the machinery and G. W. Morris is the builder.

The Farmers Beneficial Association has been incorporated at Fairfield, Ill., to deal in grain and stock. Capital stock, \$5,000; incorporators, Thomas O'Neil and others.

A 40,000-bushel elevator has just been completed for the Harristown Grain Co., at Harristown, Ill., by G. W. Morris. Union Iron Works supplied the machinery.

The average daily receipts at the elevator at Millington, Ill., were 5,239 bushels for the week ending June 2. Friday 163 loads were brought in.

A grain elevator costing \$40,000 is to be built at Snicarte, Ill., by the farmers of Lynchburg township. James Warren and C. W. Ainsworth are interested.

Knight & Son, of Monticello, Ill., are building a 50,000-bushel elevator at junction of the Wabash and Illinois Central, so grain can be shipped either way.

Lyons & East have contracted with the Union Iron Works for overhauling and enlarging their elevator at Cerro Gordo, Ill., to 25,000 bushels capacity. Steam is the power.

J. N. Ledden will again operate his elevator at Osapur, Ill., after July 1. The plant is being operated by Rogers, Bacon & Co., successors to the Middle Division Elevator Co.

With the 30,000-bushel addition which Porch & Adams are building to their elevator at Compton, Ill., their capacity is increased to 80,000 bushels. Harry Benson is buyer.

The Farmers Elevator Co. has let the contract to the Union Iron Works for a 20,000-bushel elevator at Fancy Prairie, Ill., to be equipped with 30-h. p. engine and 40-h. p. boiler.

C. H. Faith & Co., of Bullardsville, Ill., are putting in a gasoline engine, an ear corn and a shelled corn elevator at Roberts Switch. Union Iron Works is remodelling the elevator.

B. Gulshen, Herscher, Ill., June 13: The corn acreage is increased 5 per cent, condition forward, good stand. Oats acreage above the average, condition good, a little too heavy.

H. Hallerman, Carlyle, Ill., June 19: Wheat here is a good, plump grain, and I think will yield about 12 bushels to the acre on an average. Farmers are all busy cutting. The rain has stopped.

Fred P. Rush & Co., of Indianapolis, Ind., are improving their elevator at Hume, Ill. The work is being executed by W. C. Winter, of Watseka, Ill., contractor for the B. S. Constant Co.

J. V. Metzger, Pana, Ill., June 13: Corn acreage above average; condition above average, good stand and clean. Oats acreage larger than usual, condition fine, are heading, will fall if we have much rain.

J. P. Woolford, Galt, Ill., June 13: The prospect for oats in Douglass County is very poor. A big per cent of the crop is rank and falling down. Corn in fine condition; very little old corn in farmers' hands.

Gerber & McCarty have engaged G. W. Morris to build a square elevator, 32 x 32, at Argenta, Ill., using the Union Iron Works machinery. The capacity will be 12,000 bushels and the power steam.

The elevator at Empire, Ill., owned by V. Lindsey & Son, was burned June 17, with 400 bushels of corn. The plant was erected four years ago, and had 15,000 bushels capacity. The owners reside at Farmer City.

The Planters Compress Co. is constructing three hay barns, at Pana, Nokomis and Ohlman, Ill. Arthur Sinclair of St. Louis is manager and A. C. Durdy superintendent. Presses forming cylindrical bales will be used.

Drake & Messer will improve and enlarge one of their elevators at Kappa, Ill. They will add two dumps, one elevator leg and one cleaner. This house will be used exclusively as a corn house. Their other elevator will be used for oats.

V. C. Elmore of Ashland, Ill., has bot the entire stock of the Farmers Elevator Co., at that place, and is making some changes in the plant. Mr. Elmore is installing in his Sinclair house a new gasoline engine bot of the Webster Mfg. Co., who also supplied the machinery.

Ross Hockaday, of Oreana, Ill., is enlarging his elevator to a capacity of 40,000 bushels. Power will be supplied by a steam engine. The Union Iron Works are furnishing the plans and machinery, which will include Monarch Scales, six dumps, 500-bushel hopper scales, cleaner and sheller.

Kohl & Eden, Danforth, Ill., June 18: The continued dry weather of the past two weeks is causing a very slow growth of corn, and in a great many places the corn looks quite yellow. Oats are beginning to head out, and some yields are quite short. We need rain for both oats and corn, especially oats, at once.

General Manager Ackert of the Elgin, Joliet & Eastern Railroad is endeavoring to interest grain men in his plan to build

a large public elevator at Waukegan, Ill. Such an elevator would enable the coal boats to take on a cargo of grain at that port without the delay caused by going to Chicago or Milwaukee.

The new pure food law of Illinois, which goes into effect July 1, provides that wheat flour mixed with corn flour may be sold when labeled "compound flour" or "compound wheat flour." Buckwheat flour may be mixed with other flour or self-rising ingredients not injurious to health and sold as "compound buckwheat flour."

C. O. Matheny & Co., of Springfield, Ill., have dissolved partnership and will divide the business, Mr. Matheny continuing to operate the private wire connection with J. F. Harris & Co., Chicago, and John H. Lloyd continuing in the cash grain and brokerage business. These gentlemen will be found, as before, in the Illinois Bank building.

Charles A. Horneman was taken into custody June 12 at Minonk, Ill., by Sheriff Talbott, and taken to Pontiac. Until recently Horneman operated a grain elevator at Odell. During the winter he lost money thru overbidding and free storage, and this spring was forced to sell. It is alleged that Horneman shipped out and sold oats stored by farmers, and that he has not arranged for the return of the oats or payment for them. One of the farmers, N. Hill, procured his arrest. Horneman gave bail to appear before the September grand jury.

INDIANA.

Fred Rose, of Brookston, Ind., is adding another Constant Grain Feeder to his elevator plant. He will also place a car loader.

L. H. Manly, Buffalo, N. Y., June 12: The corn crop in northern Indiana, as I observed between Butler, Ind., and Chicago, is very fine.

Frank Dickson, of Whiteland, Ind., has sold his elevator to the Cleveland Grain Co., which purchased thru an advertisement in the Grain Dealers Journal.

The Petersburg Milling & Elevator Co. has been incorporated at Petersburg, Ind. Capital stock, \$20,000; incorporators, G. T. Frank, J. M. Alexander and others.

Geo. B. Harris, who has succeeded Thomas & Co., at Fountain City, Ind., is thoroly overhauling his elevator. A complete equipment of new machinery will be installed.

The Eastern Indiana grain dealers will meet in the Commercial club room at Muncie June 28, 1 p. m. to consummate the formation of the Eastern Indiana Division of the Grain Dealers National Association.

Geo. B. Harris, Fountain City, Ind., June 16: Wheat an entire failure; do not expect to buy one single bushel of this year's wheat. Elevator shipped over 100,000 bushels last year. Prospects for oats and corn are good.

Schidecker & Harris are members of the stock company which has been formed at Woodburn, Ind., to build a grain elevator of 50,000 bushels capacity at Carr Creek. Architect Stock, of Fort Wayne has been consulted with regard to plans for the building, which will be erected on the Wabash tracks.

Indiana crop report, June 19: Moderate temperature; frequent rains; corn growing well, but many fields weedy; wheat ripening, but little will be harvested, most fields injured; tobacco growing well; barley and rye ripening, promising good yield; oats heading; meadows improving; fair hay crop expected.

MEETING WESTERN INDIANA DEALERS.

All regular grain dealers will be welcome at the Annual Meeting of the Western Indiana Division of the Grain Dealers National Association, which will be held at the Lahr House, Lafayette, on Wednesday, June 27. The program is as follows:

WEDNESDAY, 10 A. M.

Reading of the minutes.
Chairman's Annual Address—H. J. Caldwell, Earl Park, Ind.
Annual Report of the Secretary and Treasurer—E. H. Wolcott, Wolcott, Ind.

Work Done and Present Conditions in My County—Report by Each Member of the Board of Managers.

Freight Rates from Interior Points—W. W. Alder, Lafayette, Ind.

WEDNESDAY, 1 P. M.

What Association Work Has Done for Illinois Dealers—Theo. P. Baxter, Taylorville, Ill.

Storage for Profit—S. G. Ross, Chalmers, Ind.

Free Storage—Robert Bell, Fowler, Ind.
Buying Grain According to Grade—A. E. Hartley, Goodland, Ind.

Profits of Overbidding—Sam Finney, West Lebanon, Ind.

Crop Conditions—Report by Each Member.

Election of Officers.

IOWA.

W. D. Ewing, of Delta, Ia., will build an elevator.

Wood & Porter, of Rolfe, Ia., are building an elevator.

W. A. Lessenger, grain dealer at Irwin, Ia., has removed.

George Tucker, of Geneva, Ia., has bot an elevator at Rock Falls, Ia.

The Davenport Elevator Co., of Davenport, Ia., is enlarging its elevator.

The St. Paul & Kansas City Grain Co. is building an elevator at Langdon, Ia.

The Nye & Schneider Co. has begun work on its new elevator at Elbernon, Ia.

The McFarlin Grain Co., of Des Moines, Ia., is building an elevator at Luther.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

L. Mott and Lee Lockwood of the McFarlin Grain Co., Des Moines, were in Chicago last week.

G. H. Carter, of Pekin, Ia., is making improvements in his elevator, and adding a stand of elevators.

Jesse Maricle, whose elevator at Storm Lake, Ia., was recently burned, has received the insurance.

J. Wes Fiala, of Clinton, formerly of Solon, Ia., has bot the elevator at Lisbon, Ia., of Robert McElhinney.

The new elevator which Younglove, Boggess & Co. are building for Gilchrist & Co., at New Hampton, Ia., will be managed by Mr. Tooley.

The Hunting Elevator Co., of McGregor, Ia., has awarded the contract for building a 15,000-bushel elevator at New Hampton, Ia., to Younglove, Boggess & Co.

Elevators are being erected at Letcher, Mt. Vernon and Delmont, S. D., for the Hunting Elevator Co., of McGregor, Ia., by Younglove, Boggess & Co., of Mason City, Ia.

Albert Imholt informs us that he has sold his elevator at Van Cleve, Ia., to E. H. Hamlin of Des Moines. Mr. Im-

holt continues in the grain business at Haverhill, Ia.

Arthur Henderson, of Missouri, while at work on the new elevator at Davenport, Ia., fell from the top of one of the bins to the bottom, a distance of 55 feet, and was fatally injured.

D. W. Templeton has retired from the grain business at Fairfield, Ia. His elevator on the C. R. I. & P. has been sold to O. M. Ogden, and his plant on the C. B. & Q. to Zeigler & Co.

A. D. Moreland, of Farlin, Ia., grain dealer, recently pleaded guilty to the charge of embezzlement and was sentenced to the penitentiary for seven and one-half years. He was taken to the penitentiary the same night.

Younglove, Boggess & Co., of Mason City, Ia., are building 10 grain elevators for the St. Paul & Kansas City Grain Co., of Minneapolis, Minn., on the new line of the Minneapolis & St. Louis Railway between Estherville and Storm Lake, Iowa.

C. Williams, Stratford, Iowa, was in Chicago last week in quest of a 20-h. p. steam plant. He reported the wheat acreage above the average; condition good. Corn acreage average, good stand and clean. Oats acreage less than usual, rank growth.

G. A. Stibbens, Coburg, Ia., secretary of the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri, informs us that the next meeting of the Union will be held at Creston, Ia., July 12. Members will meet at 2 p. m. for the afternoon session.

H. A. Robinson has purchased the grain business of W. Russell & Son at Liscomb, Ia., and will take possession July 1. Mr. Russell, senior, retires after 43 years' service in the grain trade, 18 of which were passed at Liscomb. His health is not the best, and he feels that he needs a rest.

Pease Bros., hay commission merchants of Des Moines, Ia., are building elevators of 25,000 bushels capacity on the Chicago, Milwaukee & St. Paul Railroad at Sac City, Lavinia, Varina, Northam, Ortonville and Wauke. The plants will be modernly equipped, and with gasoline engine power. The firm will handle coal as well as buy grain. Pease Bros. inform us that they expect to have the elevators in operation by July 15.

G. Draayorn, Hosper, Ia., writes: Crops in this vicinity never looked better. This is a splendid grain section; land that has been in cultivation for 30 years produces as good crops now, or even better than, when the sod was first turned over. The settlers consist of Germans and Hollanders who fought every real and imaginary calamity to a finish and are today well-to-do. If the Dutch in East Africa have the same blood in them England might crush them for awhile, but will never conquer them.

J. R. Sage, director of the Iowa Crop Service, in his report for the week ending June 18, says: Reports indicate good progress in the cultivation of corn, and the fields are generally unusually clean. In the southern section early planted fields are receiving their third plowing, and at the present rate of progress the bulk of the crop will be laid by before the close of the month. Small grain crops are now doing fairly well. In the northwestern counties oats and wheat suffered considerably from drouth, and the harvest will be light. The hay crop has received some benefit from recent rains, but the yield as a whole will be light. Haying operations are in progress in the central and southern sections.

KANSAS.

William Page, of Bloomington, Kan., is building a new elevator.

G. K. McProud has finished his new elevator at South Haven, Kan.

C. E. Chandler is trying to do a scoop-shovel business at Wamego, Kan.

J. Sanner has bot the grain and fruit business of J. B. Judkins at Newton, Kan.

F. S. Diebold will build an elevator at Wakeeney, Kan., of 10,000 bushels capacity.

W. M. Clegg, Rice, Kan., June 13: We have a fair crop of wheat here; just ready to harvest.

M. P. Miller, of Russell, Kan., has placed a Fairbanks-Morse gasoline engine in his elevator, and is adding other machinery.

H. T. Crawford's elevator on the Rock Island at Belleville, Kan., was burned on the night of June 5. Mr. Crawford lost 3,500 bushels of corn and 800 bushels he had in store. Loss, \$5,000; insurance, \$3,000. All that was saved was the gas engine.

E. J. Smiley, secretary of the Kansas Grain Dealers Association, informs us that a general meeting of the Association was held in Garfield hall, Wichita, Kan., June 20. A large attendance was had, as practically all the dealers in central, southern and western Kansas were present.

The Midland Elevator Co., of Kansas City, Mo., a branch of the Peavey system, has acquired three elevators in Saline Co., Kan., and is building one at Trenton. Those acquired are the Miller elevator at Mentor, the Donmeyer elevator at New Cambria and the Eberhardt & Sudendorf elevator at Assaria.

The elevator of Martin Herpolsheimer at Wamego, Kan., was not gutted by fire, as stated in this column. The fire was not serious. The damage has been repaired, and the elevator now is stronger and better than ever. All the belting is new. Mr. Herpolsheimer is continuing the business as usual.

E. J. Smiley, Topeka, Kan., June 13: I have lately visited all parts of the state, and am satisfied that the Kansas wheat crop is greatly overestimated. I feel very certain that Kansas will not raise to exceed 75,000,000 bushels of wheat, if we have favorable weather from now on. The territory west of Great Bend and Hoisington on the M. P. and Santa Fe has been materially damaged by excessive heat the past week. It is a noticeable fact that a great many fields of wheat have short heads and are not filling well. This is especially true of wheat grown in the valley.

The following applications for membership in the Kansas Grain Dealers Association have been approved since May 1: R. S. Hunter, Hunnewell; Burrton Grain Co., Burrton; Halstead Mill & Elevator Co., Halstead; Pickerill & Hill, Claffin; E. J. Eveleigh, Mayhorville; E. E. Cornwell, Riverdale; J. W. Heskett, Riverdale; F. A. Derby, Sabetha; A. B. Smith, Robinson; J. R. Glenn, Robinson; I. M. Yost Mill Co., Hays City; G. M. Cox, Hays City; W. H. Morrison, Russell; R. H. Nunn, Anson; Samuel Meyer, Anson; Kelly & Car, Hutchinson; J. A. Sietz, Anson; Moundridge Mill Co., Moundridge; G. Barkemeyer, Sedgwick; Charles Gorwin, Burrton; Wallace & Center, Turon; Hoisington Elevator Co., Hoisington.

MICHIGAN.

McLaughlin & Ward are enlarging their elevator at Leslie, Mich.

John Leslie, of Cadillac, Mich., will engage in the grain business at Winnipeg, Canada.

E. J. Sheap, of S. M. Isbell & Co., Jackson, Mich., June 12: The acreage planted in beans is three times larger than ever known before.

F. L. Wright of Plainfield, Mich., informs us that W. H. Marsh, of Gregory, Mich., has just completed a large and thoroly equipped elevator.

The Roe-Caswell Grain Co., which has been engaged in the commission business since its formation a year ago, at Detroit, Mich., has retired. The outlook for profit was poor, as there will be little Michigan wheat to handle.

The Michigan Supreme Court has declared unconstitutional the law recently passed by the legislature requiring a bond of \$5,000 to be deposited in each county where a commission merchant solicits business, to protect shippers from loss.

Weekly Crop Bulletin, United States Weather Bureau, June 19: Michigan: Cool weather has retarded growth of corn and frosts did slight damage in upper peninsula, but generally week has been favorable for growth and work; corn has made good stand; wheat continues poor.

Farmers' deliveries in Michigan continue small. At 61 elevators and mills no wheat was marketed during May. The secretary of state, Justus S. Stearns, reports the marketings during the ten months ending with June 1 as 6,715,065 bushels of wheat; which is 8,321,644 bushels less than for the corresponding period of 1898-9. The condition of wheat June 1 was 49 per cent; corn, 94; oats, 95; barley, 89.

MINNESOTA.

A farmers' elevator is to be built at Danvers, Minn.

The Duluth Elevator Co. is moving its elevator at Donnelly, Minn.

E. A. Brown's elevator at Manley, Minn., has been closed for the season.

C. B. Tredway, Montevideo, Minn., June 19: The prospects are for one-half a crop of wheat.

The Northwestern Elevator at Johnson, Minn., will be closed for repairs. The house will be enlarged.

The Minnesota State Grain Growers Association will hold its annual convention at St. Paul, June 19 and 20.

The Round Lake Grain & Lumber Co. has been incorporated at Round Lake, Minn., with \$10,000 capital stock.

S. Stewart, of Morris, Minn., who operates an elevator at that point, will erect a flour mill of 150 barrels capacity.

C. Halverson has succeeded A. Henderson as manager for the Northwestern Elevator Co., at Vernon Center, Minn.

The Farmers Elevator Co. has been incorporated at New Richland, Minn., to build an elevator. Capital stock, \$20,000.

Readers will confer a favor by reporting the condition of the crops, new elevators, new firms and business changes.

John LaDue has been appointed superintendent of the line of elevators operated by Hubbard & Palmer, of Mankato, Minn.

August A. Swenson, an exemplary young man in the employ of the Brooks Elevator Co., at Rice, Minn., was struck by lightning and killed June 9.

A. B. Robbins, the well known elevator operator of Minneapolis, is favorably mentioned as a candidate for State Railroad Commissioner on the republican ticket.

C. F. Deaver, cashier of the Peavey Elevator Co., of Minneapolis, Minn., is

taking a vacation. He is going down the Lakes by steamer, and will get off at Buffalo, returning by rail.

E. M. Walbridge, grain dealer of Northfield, Minn., who failed a few weeks ago with heavy liabilities, has been indicted by the grand jury for fraudulently disposing of grain stored by farmers.

The elevator at Lakeville, Minn., owned by Iremus Perkins and operated under lease by P. E. Gilmore, was burned June 6. Loss on building, \$2,000; insurance, \$1,200; loss on grain and machinery, \$3,500; insurance, \$2,000.

United States Weather Bureau report for Minnesota, June 19: No rain in Red River Valley and extreme southwest, elsewhere scattered showers, differing greatly in amount; early sown spring wheat, oats and barley thin and heading short, with small heads, their condition being generally poor because of drouth; hay crop and pastures poor in most places; local rains helped pastures, corn, potatoes and flax.

Professor Luggar, state entomologist, has returned from Clay County, Minnesota, where he has been viewing the work of grasshoppers in flax fields. Two of the worst varieties of hoppers were found at work, besides ten other varieties. There are enough hoppers on a quarter section to destroy the crops of a township. Flax fields are being cut to pieces in this vicinity. The elevator companies in Minneapolis have been advised to send a car of kerosene to destroy the pests.

OUR MINNEAPOLIS LETTER.

Minneapolis, Minn., June 22.—The crop failure in the northwestern spring wheat states is the all-absorbing topic of discussion here at present. Everything else, even the Chinese troubles, the war in South Africa, and the coming presidential election, are matters of secondary concern. Even the most optimistic admit that the injury to spring wheat is very great and many believe that the crop failure is little short of a calamity. In the face of the overwhelming evidences of damage, there is little surprise that the wheat market should go ballooning.

The week which is just coming to a close has been one of the most exciting in the speculative market that Minneapolis has ever witnessed. Last Saturday, June 16, July wheat closed in Minneapolis at 73c, and today the price was 83 $\frac{7}{8}$ c, an advance of 10 $\frac{7}{8}$ c in less than a week. Where the upward movement will end, no one is competent to judge. Some predict dollar wheat, and from the manner in which the wild advance has held, it would not be at all surprising to see the prediction fulfilled.

That elevator and grain firms are believers in the calamity howl that emanates from all parts of the northwest, is verified by the pay rolls of some of the elevator and grain firms who have already begun to curtail expenses by dispensing with the services of many of their employees. One big elevator company which last year employed a force of 25 extra clerks has decided that this season's business can be handled with the regular office force.

The first six months of the year the elevator companies keep their force down to the minimum, but during the grain season of the fall and winter a large amount of extra help is employed. This year the hundreds of clerks, stenographers, accountants, etc., who have heretofore secured good wages for at least several months in the year, will not be needed.

It is a very serious matter for grain

men and they realize it. The loss of the wheat, oats and hay crop, which is estimated at about \$120,000,000, will affect thousands of people in every branch of business. Railroads especially will suffer from loss of traffic, and hundreds of men will be thrown out of employment, while hundreds of others will be unable to secure the work which was to be had in former years. Elevator employees at the various stations thruout the northwest will be dropped and at points where the crop is practically a failure, elevators will be closed. All in all, the outlook is discouraging for elevator interests in the northwest this fall. J. P. K.

MISSOURI.

James Tathwell has completed his elevator at Passaic, Mo. The building is 64 feet long and 24 feet wide.

David Block, formerly president of Block & Co., grain dealers at St. Louis, Mo., celebrated his 72d birthday June 12 by presenting to each of his ten children \$5,000 in government bonds.

The Logan Grain Co. has been incorporated at Kansas City, Mo., to deal in grain on consignment. Capital stock, \$5,000; incorporators, Allen Logan, R. W. Hooker and S. C. Woodson.

The crop report of the Missouri State Board of Agriculture places the condition of wheat June 1 at 91 per cent, corn 94; oats, 91; rye, 92; barley, 78; flax, 95, and broom corn, 109.

Trumbull & Co., Kansas City, Mo., June 12: Flax never looked better in Missouri, Kansas and Oklahoma. Corn is splendid; oats are heading out in fine shape; the best we ever saw.

Kansas City received its first car of new wheat June 14, from Lockwood & Co., of Niotaze, Kan. The grain was wet and failed to grade. It was sold by auction at 70 cents, to Richardson & Co.

The first car of new wheat of the season was received at St. Louis, Mo., June 15, by the Brinson-Judd Grain Co., from Tulsa, I. T. It graded No. 2 red, tested 60 pounds, and sold at auction at 82 cents.

The Union Elevator at Kansas City, Mo., was burned on the afternoon of June 17, with 50,000 bushels of wheat. The fire started in the cupola, presumably from sparks from a locomotive. Loss on building, \$70,000; on grain, \$30,000. J. K. Davidson was the principal owner of the elevator and grain.

NEBRASKA.

W. E. Gray, St. Edward, Neb., June 6: Crops look fine; never better.

Jacob Schaaf, grain dealer at Milford and Ruby, Neb., died of dropsy June 6, aged 58 years.

Benjamin McLucas has bot the elevator and grain business of C. F. Scholer at Fairburg, Neb.

M. J. Travis has the contract to build an elevator at Burr, Neb., work on which has commenced.

The elevator at Holdrege, Neb., is being enlarged with an addition of 200,000 bushels capacity.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

R. B. Schneider, of Fremont, Neb., is a candidate for national committeeman for Nebraska to succeed Senator Thurston.

V. H. Cooper, for many years in the grain and stock business at Table Rock, Neb., has retired and will remove to Norton, Kan.

P. D. Williams has sold his elevator at Tekamah, Neb., thru an advertisement in the Grain Dealers Journal, and is now sojourning in California.

The elevator of W. H. Ferguson at Marquette, Neb., collapsed June 15, distributing the contents over the Burlington railroad tracks. The house will be rebuilt.

J. W. Worl, Sterling, Neb.: You may discontinue advertisement of elevator for sale. It has brot answers enough. I have not sold; but think I can do so to some of the various customers.

The Wells & Hord Grain Co. has been incorporated at Central City, Neb. Capital stock, \$100,000; incorporators, T. E. Wells, T. B. Hord, J. H. Nash, H. P. Bissell and J. N. Hutchinson.

H. O. Barber & Son, late of the Central Granaries Co., have bot the elevator of W. T. Oates at Oxford, Neb., and will enlarge the plant and put in cleaning machinery. Charles E. Barber will have charge.

United States Weather Bureau report for Nebraska, June 19: Corn clean and well advanced; heavy rains of week relieved dry condition in central and southwestern portions, where small grain has been considerably damaged; wheat, oats and rye heading well in other sections; harvest will begin next week in southern countries; severe storms of Saturday did some damage; first crop of alfalfa generally cut, heavy yield.

NEW ENGLAND.

B. L. Bragg & Co., Springfield, Mass., June 12: Pastures are first rate. All grass looks well.

Calvin Bisbee, of Bethel, Me., will equip his new grain warehouse and feed mill with a gasoline engine.

NEW YORK.

Fire at New York, June 11, destroyed the large grain elevator of Geo. E. Ketcham & Co., with 125,000 bushels of wheat, oats and bran. The water thrown on the flames swelled the grain to such an extent that it burst the walls. Loss, \$140,000; insurance, \$75,000.

Altho the gross income of the New York Produce Exchange for the past year was \$315,000, with a gross expense of \$262,000, as reported by President Barrows at the annual meeting, the net income was only \$48,662, against \$58,491 for the previous year. While the increase in the income from rents amounted to \$5,778, the taxes on the building were increased \$18,000.

Charles H. Gibson, one of the best known and most popular men in the grain commission business at Buffalo, N. Y., died June 1. He suffered from Bright's disease, and had been confined to his home since January. Mr. Gibson was born at Buffalo in 1835. He joined the firm of Nims & Gibson, and later became a member of the present firm of Whitney & Gibson.

Henry A. Whiting, assistant secretary of the Brooklyn Wharf & Warehouse Co., states that the first mortgage bonds, with taxes and interest, less cash on hand, make a total of \$18,168,583 due. It is not likely that the property will bring at foreclosure more than the appraised valuation of \$15,000,000. The United States Mortgage & Trust Co. has been appointed receiver, with power to continue the business, and John H. Judge referee to take evidence.

NORTHWEST.

J. S. Thompson & Co. is a new firm in the grain and produce business at Butte, Mont.

S. Strong, of Minneapolis, Minn., will rebuild his elevator at Twin Brooks, S. D., which recently was burned.

Readers will confer a favor by reporting the condition of the crops, new elevators, new firms and business changes.

The elevator at Hickson, N. D., on the C., M. & St. P., owned by the Crown Elevator Co., of Minneapolis, Minn., was recently burned.

L. P. Markee, of New York, and Henry Smith, of Milwaukee, will convert the old Queen Bee flour mill at Sioux Falls, S. D., into a malt house.

Gilbert & Goens, of White Lake, S. D., are moving their warehouse to the elevator. The building will be equipped with machinery and a gasoline engine.

Lightning struck the elevator of Henry Dillenbeck at Sharon, N. D., June 5. The building and several thousand bushels of wheat were burned. Insurance, \$3,000.

The Minnesota & Western Elevator Co. will build an elevator at Davis, S. D., on the Great Northern Railway. It will be of 30,000 bushels capacity, with gasoline engine power.

Crop report North Dakota section, United States Weather Bureau, June 19: Light showers have only afforded temporary relief from drought; early wheat badly damaged, mostly beyond recovery and considerable being plowed up, late sown in poor condition and can not make more than half crop under most favorable circumstances; other grain very poor; flax only fair.

United States crop report, South Dakota section, June 19: Copious to heavy general rains improving prospects for all crops, especially grass, potatoes, and corn; much spring wheat had suffered material drought damage, but general improvement now expected, especially in late sown, though to what extent is uncertain, as many fields are weedy, and some appear irreparably damaged.

OHIO.

W. J. Green is building a new elevator at Woodburn, O.

The Herser Elevator Co., of Paulding, O., is rebuilding and improving its elevator.

Gale Bros. will build a 75,000-bushel cleaning and transfer elevator at Cincinnati, O.

Henry Harris recently bot the elevator and grain business of Joseph Tarault at Antwerp, O.

A. W. Lindseeder, of Liverpool, O., has recently repaired to his elevator and installed a 30-h. p. Columbus gasoline engine.

Jos. Tarault of Antwerp, O., has sold his elevator at Worthington to F. Windel of Paulding. He has also sold his elevator at Portage.

J. W. Simmons, who recently bot the elevator of M. D. Burke & Co., at Pemberton, O., is the only regular grain dealer at that station.

Asa Smith of the Carr and Smith Milling Co., Antwerp, O., will build a new elevator at Antwerp. Mr. Long of Lima is the contractor.

Frederick C. Trebine of Xenia, O., died June 4, after a long illness. He operated elevators at Jamestown and Xenia and had been engaged in distilling and paper manufacture.

The Vernon Stock Co. has been incorporated at Vernon Junction, O., to deal

in grain. Capital stock, \$100,000; incorporators, W. H. Weaver, J. Gundrum, E. Mansfield, B. T. Long and J. W. Williams.

Owen Davis is building an up-to-date elevator of 10,000 bushels capacity at College Corner, O., to take the place of the one which was burned June 1, 1899. Mr. Davis is the successor of Morton & Davis who operated the old plant.

Wabash Elevator No. 1 at Toledo, O., was burned June 10. The building was empty, had not been used for several years and was condemned. It was the oldest elevator at Toledo and was erected in 1849 by King Bros. Loss small and fully insured.

J. S. Dewey, of Blanchester, and Ralph D. Sneath, of Tiffin, have been appointed by President Grimes as members of the Governing Board of the Ohio Grain Dealers Association. One other member is to be appointed. The officers of the association are ex-officio members of this board.

PACIFIC COAST.

Aaron Kuhn, of Colfax, Wash., is building a warehouse at Guy.

Kyle's warehouse at Whelan, Wash., was recently burned with 40,000 bushels of wheat.

The Pacific Coast Elevator Co. has bot the property of the Shawnee Warehouse Co., at Colfax, Wash.

The Southern Pacific Milling Co. conducts a grain business exclusively, operating 30 warehouses in California.

L. C. Sheldon, formerly in the employ of H. Dutard, has engaged in the grain commission business on his own account at San Francisco, Cal.

W. C. Barnard, formerly connected with H. Dutard in the grain commission business at San Francisco, Cal., has formed a partnership with Frederick Mauer under the name of W. C. Barnard & Co.

The Mutual Warehouse Co., of Portland, Ore., is sending grain shippers a booklet describing its splendid facilities for the handling of wheat for export thru its public warehouse. The warehouse is the largest in the Northwest and is equipped with the best appliances for cleaning, smutting, grading and drying grain.

California crop report, June 19: Thunderstorm, heavy hail, light rain, damaged grain and fruit in few places in Sacramento Valley, otherwise conditions favorable; crops maturing rapidly; barley and wheat harvest progressing in many localities, barley below earlier estimates, wheat probably above average in most sections north of Tehachapi.

Exorbitant prices for oats, barley and hay are charged the United States Government at San Francisco, it is alleged. The war department recently received bids for hay at \$18.80 per ton, when the market was \$10. Oats were offered at \$39.20 per ton on the lowest bid, when the market is \$25. For whole barley the lowest bid is \$29.60 per ton, while the market is \$14 per ton. For crushed barley \$31.60 is asked, when the market is \$16.50 per ton.

PENNSYLVANIA.

Adam Hamilton and J. C. Breneman will engage in the grain and coal business at Elizabethtown, Pa., where they will erect a warehouse.

Crop report of the United States Weather Bureau for Pennsylvania, June

19: Generally sufficient rains thruout greater portion of state; continued improvement of crops; wheat ripening; will yield light; rye, oats, corn generally in good condition.

At the annual election of the Pittsburg Grain & Flour Exchange, held June 12, the following board of managers was elected: W. A. McCaffrey, L. S. McKallip, F. W. Schomaker, Charles Herb, S. R. Patterson, S. H. Smith, Philip Geidle, Jr., S. B. Floyd, William Henry, W. W. Beatty, J. A. A. Geidle, H. G. Morgan, Robert Thorne. At the subsequent meeting of the managers, L. S. McKallip was elected president; W. A. McCaffrey, vice-president; H. C. Morgan, secretary, and Robert Thorne, treasurer. The present inspector and superintendent, Charles Culp and O. S. Alexander, will probably be re-elected July 7. The report of the retiring officers showed the exchange to be in an active and flourishing condition. The treasurer's report was particularly gratifying, showing a large surplus after all expenses had been paid.

SOUTHEAST.

The City Grain & Feed Co., of Columbia, Tenn., will rebuild its recently burned plant.

E. O. Fretwell, dealer in grain and tobacco at Paris, Ky., has made an assignment to James D. McClintock.

A wheat elevator and flour mill will be erected at Sparta, Tenn., by the Farmers' Mill & Elevator Co., recently incorporated with \$10,000 capital.

The new 1,000,000-bushel elevator of the Chesapeake & Ohio Railroad at Newport News, Va., has been finished, and requires only the addition of some machinery to be complete.

W. D. Mize, Lafayette, Ga., June 20: The largest crop of wheat ever sown is being harvested. The continued rain has damaged wheat some and delayed harvesting. Wheat is generally good and the largest yield ever harvested is expected.

The directors of the Louisville Board of Trade have elected Maurice L. Satterwhite Chief Grain Inspector; P. S. Washer, H. A. Bachman, William Chreste, Charles Vogel, C. T. Churchill, W. A. Keller, John Bartlett, M. W. Brumleve and A. Gatewood grain weighers, and Oscar Coldewey weigher of dried grain.

The grain shovelers at the Locust Point elevators of the Baltimore & Ohio Railroad, who have been getting \$1.25 per day, went on strike recently for \$1.50, which they claimed was the pay received by the men employed in the Canton elevators on the opposite side of Baltimore harbor. The matter was settled by the payment of \$1.40.

If the reputable grain dealers of Richmond and Norfolk, Va., (doubtless a few such can be found) desire to continue receiving grain from western shippers, they will find it to their advantage to bestir themselves and provide protection for shippers from the greed and trickery of the thieves, who keep these markets in disrepute by their persistent efforts to fleece shippers.

Crop Bulletin, United States Weather Bureau, June 19: Maryland and Delaware: General and heavy rains very beneficial to corn, pastures, meadows, and truck; wheat promising, some harvested; first cutting of timothy short in yields; rye in fine condition; oats fair; dry weather now needed for wheat and hay harvest. Virginia: Drought broken by

abundant rain thruout week; temperature favorable, except last of week too cool; winter wheat harvest delayed; spring oats improving; corn growing rapidly, some early planted laid by.

SOUTHWEST.

Two elevators will be built at Dover, Okla., by Barr & Klock and O. B. Kidney.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

E. H. Linzee, El Reno, Okla., June 19: Wheat harvest is in progress under favorable conditions. The quality is fine, and the crop big.

The National Rice Milling Co., of New York, is receiving bids for the machinery to be installed in the large mill about to be built at Crowley, La.

The White Swan Rice Milling Co. has been formed to build two large warehouses and a 600-barrel mill at Morse Station, La. Capital stock, \$50,000; J. M. Crabtree, president.

S. Bonifield is superintending the construction of Ed. Coyle's new elevator at Glencoe, Okla. The capacity is to be 10,000 bushels, with machinery to handle four to seven cars per day.

W. S. Davis, who has been buying wheat at Billings, Okla., for the Medford Mill & Elevator Co., is charged with obtaining goods under false pretences and is no longer in the company's employ.

The exports of grain from New Orleans during May included 1,533,000 bushels of corn, 603,000 bushels of wheat, and 249,000 bushels of oats; compared with, corn, 422,000 bushels; wheat, 620,000 bushels, and oats, 85,000 bushels, for the month of May last year.

John F. Vivian, manager, writes that the Golden Milling Co., of Golden, Colo., will construct an elevator of from 20,000 to 40,000 bushels capacity. It will be equipped with modern wheat cleaning machinery, and will probably be run by gasoline engine, the mill being run by water power.

Weekly Crop Bulletin, United States Weather Bureau, June 19: Oklahoma and Indian Territory: Wheat, oats, and grass harvest continues with good yields; corn laid by and growing rapidly. Colorado: Beneficial showers over small areas in eastern slope; early-sown grains well advanced and late seedings growing rapidly; corn being cultivated, irrigation general.

Fire broke out in the engine house of the Pond Creek Mill & Elevator Co., at Pond Creek, Okla., at midnight, June 6, and threatened to destroy the entire plant. The heat was great; but as the engine house was distant 50 feet, a bucket brigade succeeded in saving the plant. The corn elevator and cribs adjoining the power plant were burned. Brick will be used in rebuilding the engine house. This instance shows the wisdom of locating the boiler and engine in a separate house detached from the main building. It reduces the fire hazard as well as the cost of insurance.

TEXAS.

If a scoop-shovel man comes your way, write Dorsey.

Join the state association, help to advance your own business interests.

Jackson & Harrington, Renner, Tex., June 19: Crops are fine in this belt.

John F. Upshulte has been appointed grain inspector at Fort Worth, Tex.

The Jefferson Rice Co. has been incorporated at Beaumont, Tex., with \$185,000 capital stock.

Readers will confer a favor by sending notices of new firms, new elevators and business changes.

An elevator of 50,000 bushels capacity is being erected at Aubrey, Tex., by the Aubrey Milling Co.

The new list of the members of the Texas Grain Dealers Association will be off press about July 1.

The Alliance Milling Co., of Denton, Tex., is erecting its fourth elevator, to have a capacity of 50,000 bushels.

S. B. Locke, of Hillsboro, Tex., is building an elevator, and expects to be in readiness to handle grain this season.

The traffic managers of lines terminating at Galveston held a conference at Galveston, June 13, to consider export grain rates.

Galveston received 111 cars of wheat June 19, a remarkable increase, being more than was received for the whole week preceding.

J. Z. Keel & Son, of Gainesville, Tex., have placed their order for a 12-h. p. Fairbanks-Morse gasoline engine to be installed in their new elevator.

Cy. Williams, of Norman, O. T., and W. H. Dowlin & Son, of Windom, Tex., have been admitted to membership in the Texas Grain Dealers Association.

The Texas State Insurance Commissioner claims that grain exporters must place their insurance on grain shipped from Texas points with Texas agents.

The Thompson Grain Co. has been incorporated at Waxahachie, Tex. Capital stock, \$1,000; incorporators, D. H. Thompson, H. D. Timmons and R. L. Goodloe.

R. Hooks & Co., Red Oak, Tex., have been expelled from the Texas Grain Dealers Association for refusing to settle claim against them by the Arbitration Committee of the Association.

Grain receipts at Galveston during the season ended June 1 were greater by 3,000 carloads than those of the previous year. The exports exceeded those of the preceding season by 4,000,000 bushels.

Will Texas export its wheat or ship it North? The quality of the grain this year should prompt the millers of the Southwest to pay a greater premium for it than any others can afford.

The many friends of E. H. Crenshaw, formerly secretary of the Texas Grain Dealers Association, will regret to hear that he has been confined to his home at Fort Worth with an attack of fever.

John A. Stephenson, of Alvarado, Tex., shipped the first car of new wheat that was received this season at Galveston. The car arrived June 13 over the Santa Fe. The quality was fine, the test being 62 pounds and the grade No. 2 red.

J. A. Stephenson, Alvarado, Tex., June 18: Our wheat is all of fine quality. Out of a lot of 6 cars which has arrived at Galveston, 2 cars test 60 pounds, 2 cars 61 pounds, 1 car 59 and 1 car 62 pounds. Wheat is threshing out 20 to 35 bushels per acre.

Jackson & Dodson, of Krum, Tex., inform us that an elevator is being built at that point by M. P. Bewley, of Fort Worth, while another is being erected by the Cameron Mill & Elevator Co. Jackson & Dodson will improve their grain warehouse.

Wallace W. Andrews, of Ft. Worth, started for St. Louis, Mo., on the morning of June 20, where he will have his eyes treated by a specialist and return to business after a well-earned vacation. He

has the sympathy and best wishes of a host of friends in the trade.

J. Howard Ardrey and E. H. McClure have formed a partnership to conduct a wholesale grain business at Godley, Tex., as successors of J. Howard Ardrey at Godley and C. O. McClure & Sons at Dallas. These young men have had ample experience and are well qualified to succeed. Their many friends predict a prosperous career for the new firm of Ardrey & McClure.

H. B. Dorsey, of Weatherford, who has been selected to succeed E. H. Crenshaw as secretary and treasurer of the Texas Grain Dealers Association, is a young man of considerable experience in the grain business. He has been identified with the Association from its inception and has done much good work on the different committees. That he will make an efficient secretary is assured.

A Texas correspondent writes: By the way, speaking of cripples, it begins to look as if some of our boys who are sold short on wheat for nearby deliveries are having that tired feeling which portends the morgue and the coroner. When they see the northwestern damage reports they feel, and say: Helen Blazes! Likewise Damn! Also Dash Blank! Our weather continues perfect for harvesting, and I doubt if the state has ever produced wheat of a finer quality. There are indications that despite the experiences of last year, which should have been ample to convince all that there are fools and fools. Some of our dealers enter the oat buying season as rampant bulls as they were last year. Fools may come and fools may go, but the Texas brand (alias the grain bull) goes on forever. Selah!

The Cotton Belt route made the following announcement June 13: It is hereby announced that the present rates on oats, carloads, from Cotton Belt stations in Texas to interstate points, namely, to Memphis, Tenn., and all Cotton Belt stations in Arkansas and Louisiana, Jonesboro and south, excepting Shreveport and Bossier City, La., 15 cents per 100 pounds; to Shreveport and Bossier City, La., 12½ cents per 100 pounds, will not expire on June 30, as previously announced, but will be continued in effect until midnight of August 31, 1900. The minimum weight shall also continue to be 32,000 pounds per car while the reduced scale of rates remains in effect. Owing to the fact that the Vicksburg, Shreveport and Pacific Railroad is unwilling to accept a division that will justify our publishing the 15-cent rate, we are unable to make any reduction to Vicksburg, Miss. The above reduced rate from Cotton Belt stations in Texas are made necessary by the action of certain of our competitors in establishing and agreeing to maintain until midnight of August 31, 1900, a rate of 15 cents per 100 pounds to New Orleans, La.

WISCONSIN.

Joseph Gee has the contract to build the grain elevator for Jesse S. Smith at Pardeeville, Wis.

Lorenz Hoffmann, Sheboygan, Wis.: Please discontinue my advertisement. I have sold the scale.

The W. W. Cargill Co. has bot the grain elevator at Black River Falls, Wis., of the Jones Lumber & Mercantile Co.

J. L. Ross has let the contract for his new cleaning elevator at West Superior, Wis., to Mr. Paddock. The plant will cost about \$7,000, and is to be ready by September 1.

The committee on telegraphic reports, of the Milwaukee Chamber of Commerce,

has been instructed to report on the question of receiving continuous quotations on wheat from Minneapolis.

F. R. Morris and others have formed a company to handle all kinds of grain at Milwaukee, Wis. Mr. Morris has leased the 350,000-bushel Northwestern Marine Elevator of C. Manegold, Jr., & Co.

The Northern Grain Co. elevator at Mondovi, Wis., was burned on the night of June 21, together with 30,000 bushels of wheat, 1,000 bushels of rye and some oats and barley. Loss, \$60,000; insured.

Royal B. Towslee, who at one time transacted a large lumber and grain business at Kenosha, Wis., and Chicago, but who has been an invalid for several years, died recently. He was born in Vermont in 1814, and went to Kenosha in 1839.

Additional reductions in rates from Wisconsin points to Milwaukee have been granted by the railroads. The Chicago, Milwaukee & St. Paul has been asked to adjust its rates from certain points in South Dakota, Southern Minnesota and Western Iowa, to the lower basis.

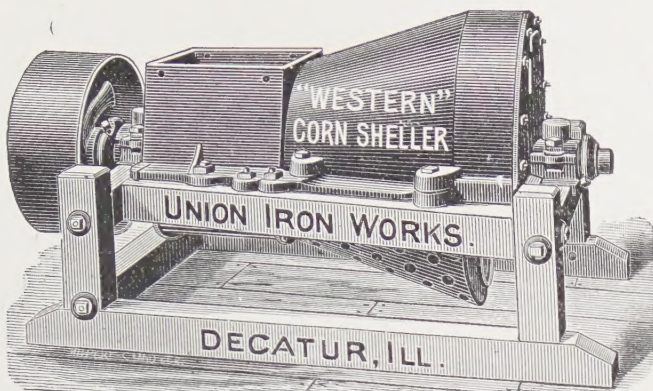
The Froedert Bros. Grain & Malting Co., of Milwaukee, Wis., will increase the capacity of its plant from 1,000 to 2,500 bushels daily. A new malt house with modern equipment will be built, to be operated in connection with the present grain elevator which is deemed sufficient for both houses.

The elevator of the Northern Grain Co., at Dale, Wis., was entered recently by thieves, who stole 20 bushels of wheat. Climbing thru a basement window, the thieves pulled a slide in the loading spout and ran the grain into a car that was on the track for loading, where they sacked the wheat at their leisure.

Wisconsin branch United States Weather Bureau, June 19: Light local showers in few localities; heavy and general rains needed for all crops; corn making slow growth on account of cool nights and dry weather; growth of oats and barley retarded by drouth, straw quite short; hay light; much millet and fodder corn being sown; transplanting of tobacco progressing; plants strong and healthy.

The visible supply of grain in the United States and Canada, June 16, as compiled by Geo. F. Stone, secretary of the Chicago Board of Trade, was 44,176,000 bushels of wheat, 11,230,000 bushels of corn, 5,891,000 bushels of oats, 923,000 bushels of rye and 770,000 bushels of barley; compared with wheat, 27,923,000 bushels; corn, 12,601,000 bushels; oats, 7,251,000 bushels; rye, 819,000 bushels, and barley, 1,359,000 bushels, on the corresponding date a year ago.

Corn as food for the Japanese will be introduced by a native firm. Bruhl Freres, leading importers in Yokohama, have written the following letter to Gustav Niederlein of Philadelphia: This year's rice crop falls considerably under the average, which has never been excessive. The price of rice has been going up even above the figures proportionate to the deficiency of the crop, and Japan will have to import a substitute. We propose to introduce Indian corn in some form as a staple food. Corn grows here and enters, to some extent, into the diet of the Japanese. No prejudice, therefore, would have to be overcome to introduce the food on a large scale. As rice in bulk is worth \$5.50 to \$7 per picul (133 pounds) there ought to be no difficulty in landing cornmeal here at a price considerably under the market value of rice.—New York Commercial.



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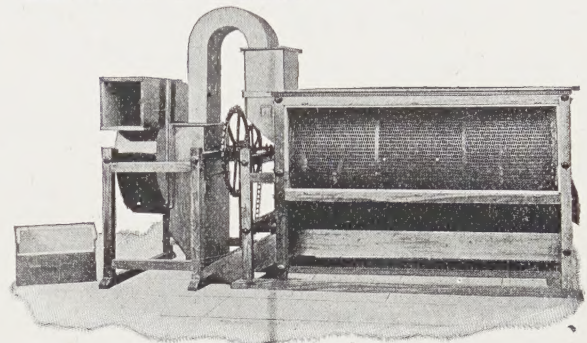
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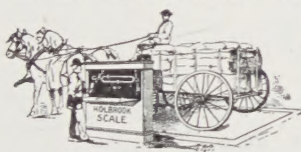
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BY LICENSED ARCHITECT.



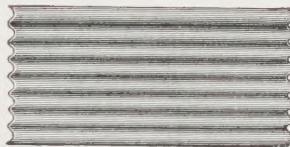
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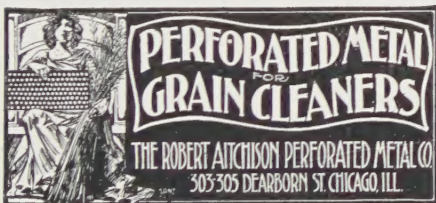
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BY NATURE'S OWN METHOD.
WE CAN DO IT.

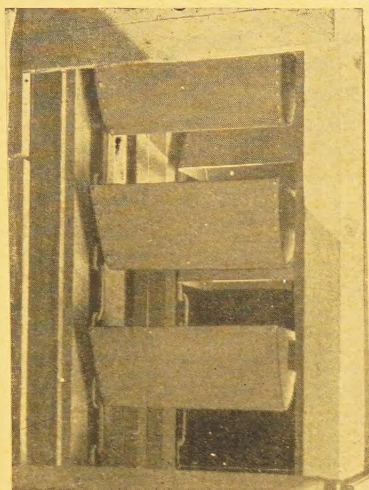
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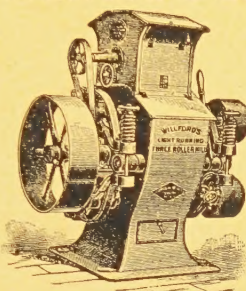
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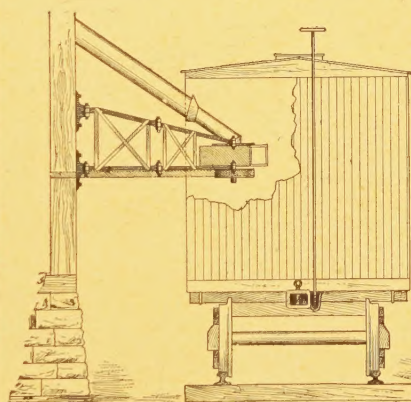
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Easy to operate and can be ready to begin loading car in three minutes after car is in place.

Loads a car with more grain than can be loaded by a man with a scoop.

Loads both ends of car at same time, or will load only one end at time if desired.

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Will load successfully all kinds of grain.

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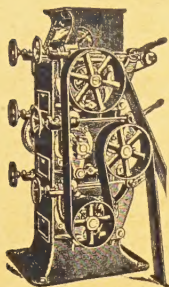
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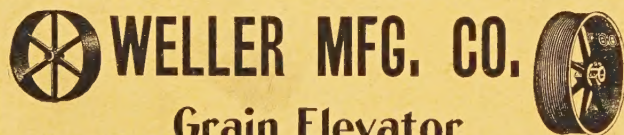
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